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日八十月五閏年戌壬

HONGKONG, WEDNESDAY, JULY 12TH, 1923.

三拜禮

號二十月七年一十國民華中

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AND THE WORDS BECOME
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TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. every 15 minutes.	
8.00 " " 9.30 " " 10 " "	
9.30 " " 11.00 " " 12 " "	
12.00 noon to 1.30 p.m. every 30 minutes.	
1.30 p.m. to 2.30 " " 10 " "	
2.30 " " 4.00 " " 15 " "	
4.00 " " 8.10 " " 10 " "	
NIGHT CARS.	
8.50 p.m. to 9.00 p.m., 9.20 p.m.	
9.50 p.m. to 11.30 p.m. every 30 minutes.	
11.45 p.m.	
SATURDAY.	
Extra Car—12 midnight.	
SUNDAYS.	
7.30 a.m. to 7.45 a.m.	
8.00 a.m. to 9.30 a.m. every 15 minutes.	
9.30 " " 11.00 " " 10 " "	
11.30 " " 12.00 noon " " 15 " "	
12.00 noon to 1.00 p.m. " " 10 " "	
1.00 p.m. to 4.00 " " 15 " "	
4.00 " " 8.10 " " 10 " "	
NIGHT CARS.	
As on Week Days.	

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-table,
and not for special cars, can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheques, or Comprode Order represent-
Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 19th, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
CANTON	7.25	7.50	8.15	8.40	9.05	9.30	9.55	10.20	10.45	11.10	11.35	11.60	11.85	12.10	12.35	12.60	12.85	13.10	13.35	13.60	13.85	14.10	14.35	14.60	14.85	15.10	15.35	15.60	15.85	16.10	16.35	16.60	16.85	17.10	17.35	17.60	17.85	18.10	18.35	18.60	18.85	19.10	19.35	19.60	19.85	20.10	20.35	20.60	20.85	21.10	21.35	21.60	21.85	22.10	22.35	22.60	22.85	23.10	23.35	23.60	23.85	24.10	24.35	24.60	24.85	25.10	25.35	25.60	25.85	26.10	26.35	26.60	26.85	27.10	27.35	27.60	27.85	28.10	28.35	28.60	28.85	29.10	29.35	29.60	29.85	30.10	30.35	30.60	30.85	31.10	31.35	31.60	31.85	32.10	32.35	32.60	32.85	33.10	33.35	33.60	33.85	34.10	34.35	34.60	34.85	35.10	35.35	35.60	35.85	36.10	36.35	36.60	36.85	37.10	37.35	37.60	37.85	38.10	38.35	38.60	38.85	39.10	39.35	39.60	39.85	40.10	40.35	40.60	40.85	41.10	41.35	41.60	41.85	42.10	42.35	42.60	42.85	43.10	43.35	43.60	43.85	44.10	44.35	44.60	44.85	45.10	45.35	45.60	45.85	46.10	46.35	46.60	46.85	47.10	47.35	47.60	47.85	48.10	48.35	48.60	48.85	49.10	49.35	49.60	49.85	50.10	50.35	50.60	50.85	51.10	51.35	51.60	51.85	52.10	52.35	52.60	52.85	53.10	53.35	53.60	53.85	54.10	54.35	54.60	54.85	55.10	55.35	55.60	55.85	56.10	56.35	56.60	56.85	57.10	57.35	57.60	57.85	58.10	58.35	58.60	58.85	59.10	59.35	59.60	59.85	60.10	60.35	60.60	60.85	61.10	61.35	61.60	61.85	62.10	62.35	62.60	62.85	63.10	63.35	63.60	63.85	64.10	64.35	64.60	64.85	65.10	65.35	65.60	65.85	66.10	66.35	66.60	66.85	67.10	67.35	67.60	67.85	68.10	68.35	68.60	68.85	69.10	69.35	69.60	69.85	70.10	70.35	70.60	70.85	71.10	71.35	71.60	71.85	72.10	72.35	72.60	72.85	73.10	73.35	73.60	73.85	74.10	74.35	74.60	74.85	75.10	75.35	75.60	75.85	76.10	76.35	76.60	76.85	77.10	77.35	77.60	77.85	78.10	78.35	78.60	78.85	79.10	79.35	79.60	79.85	80.10	80.35	80.60	80.85	81.10	81.35	81.60	81.85	82.10	82.35	82.60	82.85	83.10	83.35	83.60	83.85	84.10	84.35	84.60	84.85	85.10	85.35	85.60	85.85	86.10	86.35	86.60	86.85	87.10	87.35	87.60	87.85	88.10	88.35	88.60	88.85	89.10	89.35	89.60	89.85	90.10	90.35	90.60	90.85	91.10	91.35	91.60	91.85	92.10	92.35	92.60	92.85	93.10	93.35	93.60	93.85	94.10	94.35	94.60	94.85	95.10	95.35	95.60	95.85	96.10	96.35	96.60	96.85	97.10	97.35	97.60	97.85	98.10	98.35	98.60	98.85	99.10	99.35	99.60	99.85	100.10	100.35	100.60	100.85	101.10	101.35	101.60	101.85	102.10	102.35	102.60	102.85	103.10	103.35	103.60	103.85	104.10	104.35	104.60	104.85	105.10	105.35	105.60	105.85	106.10	106.35	106.60	106.85	107.10	107.35	107.60	107.85	108.10	108.35	108.60	108.85	109.10	109.35	109.60	109.85	110.10	110.35	110.60	110.85	111.10	111.35	111.60	111.85	112.10	112.35	112.60	112.85	113.10	113.35	113.60	113.85	114.10	114.35	114.60	114.85	115.10	115.35	115.60	115.85	116.10	116.35	116.60	116.85	117.10	117.35	117.60	117.85	118.10	118.35	118.60	118.85	119.10	119.35	119.60	119.85	120.10	120.35	120.60	120.85	121.10	121.35	121.60	121.85	122.10	122.35	122.60	122.85	123.10	123.35	123.60	123.85	124.10	124.35	124.60	124.85	125.10	125.35	125.60	125.85	126.10	126.35	126.60	126.85	127.10	127.35	127.60	127.85	128.10	128.35	128.60	128.85	129.10	129.35	129.60	129.85	130.10	130.35	130.60	130.85	131.10	131.35	131.60	131.85	132.10	132.35	132.60	132.85	133.10	133.35	133.60	133.85	134.10	134.35	134.60	134.85	135.10	135.35	135.60	135.85	136.10	136.35	136.60	136.85	137.10	137.35	137.60	137.85	138.10	138.35	138.60	138.85	139.10	139.35	139.60	139.85	140.10	140.35	140.60	140.85	141.10	141.35	141.60	141.85	142.10	142.35	142.60	142.85	143.10	143.35	143.60	143.85	144.10	144.35	144.60	144.85	145.10	145.35	145.60	145.85	146.10	146.35	146.60	146.85	147.10	147.35	147.60	147.85	148.10	148.35	148.60	148.85	149.10	149.35	149.60	149.85	150.10	150.35	150.60	150.85	151.10	151.35	151.60	151.85	152.10	152.35	152.60	152.85	153.10	153.35	153.60	153.85	154.10	154.35	154.60	154.85	155.10	155.35	155.60	155.85	156.10	156.35	156.60	156.85	157.10	157.35	157.60	157.85	158.10	158.35	158.60	158.85	159.10	159.35	159.60	159.85	160.10	160.35	160.60	160.85	161.10	161.35	161.60	161.85	162.10	162.35	162.60	162.85	163.10	163.35	163.60	163.85	164.10	164.35	164.60	164.85	165.10	165.35	165.60	165.85	166.10	166.35	166.60	166.85	167.10	167.35	167.60	167.85	168.10	168.35	168.60	168.85	169.10	169.35	169.60	169.85	170.10	170.35	170.60	170.85	171.10	171.35	171.60	171.85	172.10	172.35	172.60	172.85	173.10	173.35	173.60	173.85	174.10	174.35	174.60	174.85	175.10	175.35	175.60	175.85	176.10	176.35	176.60	176.85	177.10	177.35	177.60	177.85	178.10	178.35	178.60	178.85	179.10	179.35	179.60	179.85	180.10	180.35	180.60	180.85	181.10	181.35	181.60	181.85	182.10	182.35	182.60	182.85	183.10	183.35	183.60	183.85	184.10	184.35	184.60	184.85	185.10	185.35	185.60	185.85	186.10	186.35	186.60	186.85	187.10	187.35	187.60	187.85	188.10	188.35	188.60	188.85	189.10	189.35	189.60	189.85	190.10	190.35	190.60	190.85	191.10	191.35	191.60	191.85	192.10	192.35	192.60	192.85	193.10	193.35	193.60	193.85	194.10	194.35	194.60	194.85	195.10	195.35	195.60	195.85	196.10	196.35	196.60	196.85	197.10	197.35	197.60	197.85	198.10	198.35	198.60	198.85	199.10	199.35	199.60	199.85	200.10	200.35	200.60	200.85	201.10	201.35	201.60	201.85	202.10	202.35	202.60	202.85	203.10	203.35	203.60	203.85	204.10	204.35	204.60	204.85	205.10	205.35	205.60	205.85	206.10	206.35	206.60	206.85	207.10	207.35	207.60	207.85	208.10	208.35	208.60	208.85	209.10	209.35	209.60	209.85	210.10	210.35	210.60	210.85	211.10	211.35	211.60	211.85	212.10	212.35	212.60	212.85	213.10	213.35	213.60	213.85	214.10	214.35	214.60	214.85	215.10	215.35	215.60	215.85	216.10	216.35	216.60	216.85	217.10	217.35	217.60	217.85	218.10	218.35	218.60	218.85	219.10	219.35	219.60	219.85	220.10	220.35	220.60	220.85	221.10	221.35	221.60	221.85	222.10	222.35	222.60	222.85	223.10	223.35	223.60	223.85	224.10	224.35	224.60	224.85	225.10	225.35	225.60	225.85	226.10	226.35	226.60	226.85	227.10	227.35	227.60	227.85	228.10	228.35	228.60	228.85	229.10	229.35	229.60	229.85	230.10	230.35	230.60	230.85	231.10	231.35	231.60	231.85	232.10	232.35	232.60	232.85	233.10	233.35	233.60	233.85	234.10	234.35	234.60	234.85	235.10	235.35	235.60	235.85	236.10	236.35	236.60	236.85	237.10	237.35	237.60	237.85	238.10	238.35	238.60	238.85	239.10	239.35	239.60	239.85	240.10	240.35	240.60	240.85	241.10	241.35	241.60	241.85	242.10	242.35	242.60	242.85	243.10	243.35	243.60	243.85	244.10	244.35	244.60	244.85	245.10	245.35	245.60	245.85	246.10	246.35	246.60	246.85	247.10	247.35	247.60	247.85	248.10	248.35	248.60	248.85	249.10	249.35	249.60	249.85	250.10	250.35	250.60	250.85	251.10	251.35	251.60	251.85	252.10	252.35	252.60	252.85	253.10	253.35	253.60	253.85	254.10	254.35	254.60	254.85	255.10	255.35	255.60	255.85	256.10	256.35	256.60	256.85	257.10	257.35	257.60	257.85	258.10	258.35	258.60	258.85	259.10	259.35	259.60	259.85	260.10	260.35	260.60	260.85	261.10	261.35	261.60	261.85	262.10	262.35	262.60	262.85	263.10	263.35	263.60	263.85	264.10	264.35	264.60	264.85	265.10	265.35	265.60	265.85	266.10	266.35	266.60	266.85	267.10	267.35	267.60	267.85	268.10	268.35	268.60	268.85	269.10	269.35	269.60	269.85	270.10	270.35	270.60	270.85	271.10	271.35	271.60	271.85	272.10	272.35	272.60	272.85	273.10	273.35	273.60	273.85	274.10	274.35	274.60	274.85	275.10	275.35	275.60	275.85	276.10	276.35	276.60	276.85	277.10	277.35	277.60	277.8

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HONGKONG HOTEL,
Room 359.

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To-day, perhaps or to-morrow... we don't know exactly. But when you open the door and see the storm that you have to go out in you'll not mind it so much if you have a good Waterproof to slip on.

We have the "AEROMAC" and "HYDROMAC" light weight Waterproofs both guaranteed absolutely waterproof and very durable.

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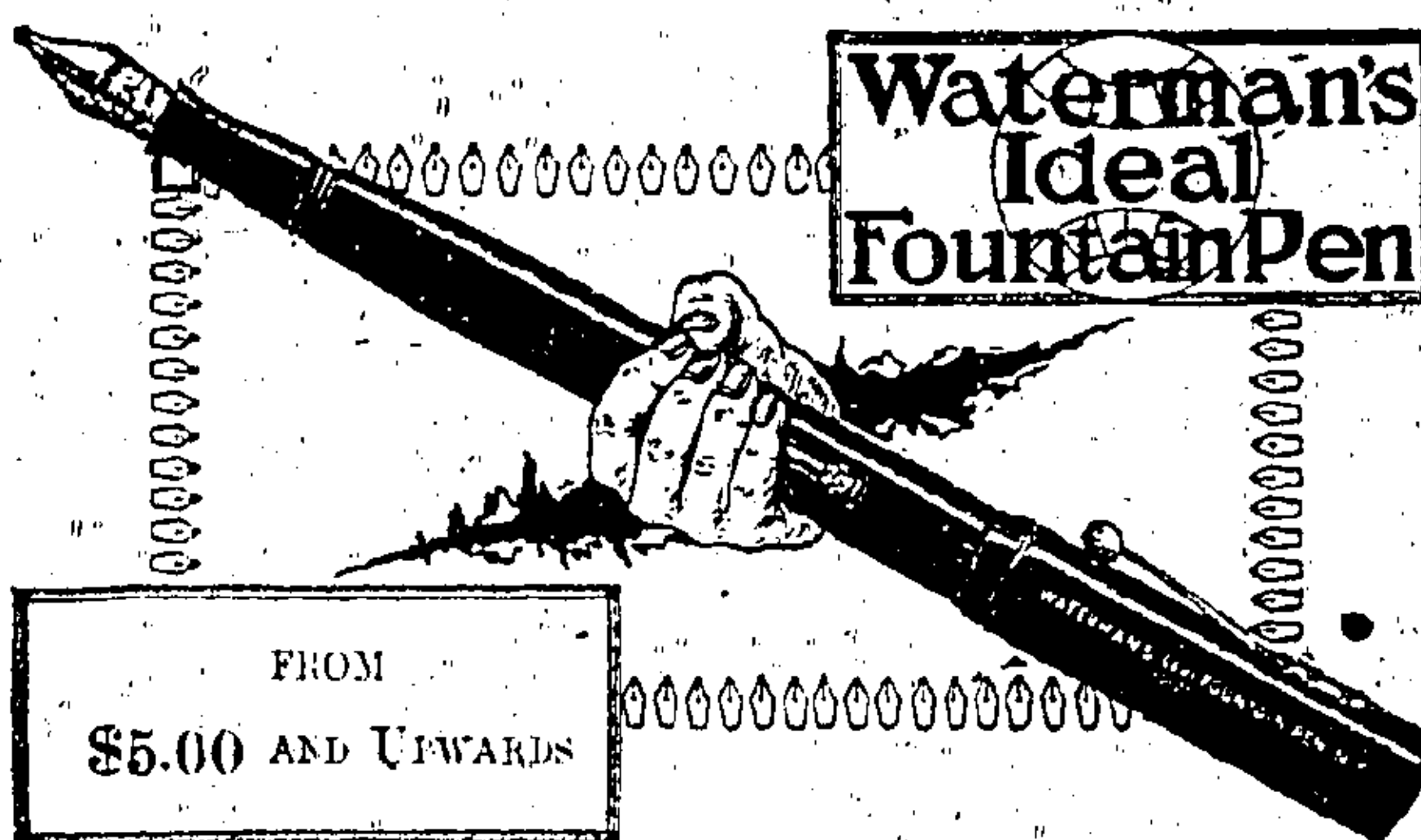
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THE BIG CASH DRAPERS OF THE EAST.
45 BRANCHES EAST OF SUEZ.
BEST VALUE FOR READY CASH.

NEW GOODS WE HAVE JUST UNPACKED VERY LARGE CONSIGNMENTS for HOT SEASON WEAR, all bought at rock bottom rates & priced accordingly. Our System of Cash Buying & Selling enabled us to secure during the recent trade depression many tempting bargains which were only available for Spot Cash—this benefit has been passed on to our customers.

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Specially made for us by TRESS & Co., London.
Covered good drill and finished with Puggaree and Chin Strap.
ALL SIZES NOW IN STOCK.
NOTE OUR PRICE: \$11.50 EACH.

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ORIENTAL TELEPHONE AND ELECTRIC CO., LTD.

SETTLEMENT OF THE INDIAN LICENCES QUESTION.

MR. G. PARKER NISS'S SERVICES TO THE COMPANY.

NEW PERIOD OF PROGRESS BEGUN.

The Twenty-eighth Ordinary General Meeting of the Oriental Telephone and Electric Co., Ltd., was held on June 1st, at Winchester House, Old Broad Street, E.C.

Sir H. Barington Smith, G.B.E., C.H., K.C.B., C.S.I., Chairman of the company, presided.

The Chairman said: Gentlemen.—The report and accounts are before you, and with your permission I will take them as read. The results of the year 1931 are not unsatisfactory. The net revenue for the year is £10,227. This is almost identical with the corresponding figure, £10,207 10s., for the preceding year. We are therefore able to recommend the payment of the same dividend and bonus as last year, namely, a total dividend of 10 per cent. on the ordinary shares, together with a bonus of 2 per cent., both free of income-tax, and also to transfer, as last year, £10,000 to depreciation and general reserve account, and £2,000 to staff pension fund. Although the total result is the same as last year, there have been variations in the items of which it is composed. The Bombay Telephone Company has reduced its dividend from 16 per cent. to 14 per cent., while the dividend of the Bengal Telephone Company remains unchanged at 10 per cent. The Chinese and Japan Telephone Company, which was obliged to pass its dividend last year owing, you remember, to the fluctuations of exchange, has been able now, not only to declare its usual dividend of 10 per cent., free of income tax, but also a bonus of 10 per cent., free of income tax, to make up for the dividend which was passed.

EXPANDING BUSINESS.

At our own branches the business continues to expand. The number of exchange lines has shown the satisfactory increase of 10 per cent. during the year. The net proceeds show a decrease mainly owing to the fall in the Indian exchange; but the prospects of further expansion are good, and under the new arrangement with the Government of India the maximum rates at Madras and Bangalore will be increased. Negotiations are also in progress in Mauritius for an increase in rates. The proposed increase has been accepted by the Government in principle, subject to conditions as to the efficiency of the service.

INDIAN LICENCES.

I now come to the important question of the Indian Licences, and I am glad to be able to inform you that it is at last settled. I dealt with this matter at some length at the general meeting last year, and the year before, and I then pointed out how important it was for the proper development of the telephone system that the companies should not be hampered in their operations by uncertainty as to the future. The negotiations began in India more than two years ago. They were continued in this country; and now they have been finally concluded in India. The conditions accepted by the Government of India will, we believe, enable the companies to provide a thoroughly efficient service on fully remunerative terms, and will consequently make it possible for them to raise the capital required for the normal growth and improvement of the systems. The terms, briefly, are that the Government undertake not to exercise their option of purchasing under the existing licence before 1934. If the option is exercised then, the purchase will be on the terms defined in the original licences—that is, on plant value without any payment for goodwill.

Conditions are laid down for securing efficiency in the plant and its operation (including the obligation to provide automatic or central battery plant in all exchanges over 200 subscribers). The maximum rate chargeable for an exchange connection within four miles of the exchange is raised from Rs. 250 to Rs. 350 per annum per subscriber, subject to certain conditions as to periodical revision of the rates, such revision to be on the basis of a standard dividend of 12½ per cent. on the paid-up capital. I may mention that the rate charged in the past has not, till recently, exceeded Rs. 200.

The agreements applying these conditions to the Bombay and Bengal Companies have already been signed. Those relating to our branches at Madras and Bangalore are practically settled and will be signed in the near future.

NEW BASIS FOR THE BOMBAY AND BENGAL UNDERTAKINGS.

Steps have been taken for organizing the Bombay and Bengal undertakings on a new basis, suited to the new conditions, and for raising the capital required for their development. The Bombay Company made an issue of shares last year, to which the Oriental Telephone Company subscribed in proportion to its former holding. The number of shares of Rs. 50 taken up by the company is 2,954, and at the issue price of Rs. 140 per share the cost was Rs. 413,560. A further issue has been approved by the shareholders and will be made in the near future. The Bengal company is also taking steps to raise additional capital.

It is probable that it may be found advisable to form separate Indian companies to take over the system at Madras and Bangalore, and I anticipate that we may soon have proposals to lay before you at that end.

MR. PARKER NISS'S TOUR.

Mr. Parker Niss has, at the request of the board, made another journey to the East. He left this country in October last, and has visited Bombay, Calcutta, Madras, Rangoon, Singapore and Hongkong. He is now at Hongkong and will pass through India again on his return journey. His presence in India has been most valuable and has contributed in no small degree to the successful conclusion of the negotiations and to the settlement of the new basis for the Indian undertakings. At Singapore and Hongkong also he has been engaged in negotiation and discussions on matters of the first importance to the telephone enterprises there. The expenses of his journey are, of course, defrayed by the company, but I think it right to mention that in other respects he has hitherto received only the ordinary remuneration of a director.

CONSULTING ENGINEER'S JOURNEY TO THE EAST.

We found it necessary also to ask Mr. W. W. Cook—our consulting engineer—to undertake a journey to India, Singapore, and Hongkong for the purpose of advising us on numerous questions which have arisen or may arise in those countries. Mr. Cook, as you are aware, was recently appointed by the House of Commons Committee on Telephones to be its technical adviser, and there is no telephone engineer in whose advice we should have greater confidence. He is giving particular attention to the question of the use of automatic exchanges in tropical climates and will advise us also on questions of rates, and organization generally as well as on the valuation of our plant—a matter of great importance, when we are considering the transfer of undertakings to local companies.

I mentioned last year that the new exchange at Singapore had been brought into use in June, 1932. The new plant is found to be satisfactory, and the efficiency of the service given is now generally recognized. The Singapore licence extends at present to the year 1934, and, foreseeing the difficulties which must inevitably arise when a telephone undertaking approaches the end of its tenure, we have for some time past been in communication with the Singapore Government with a view to a prolongation. We are not without hope that the Government may recognize the force of our representation and agree to an extension. We shall be quite ready, if it is desired by the Government and by the local community, to consider transferring the undertaking to a local company.

EXTENSION OF THE HONGKONG LICENCE.

Similar questions have arisen at Hongkong, and we have just heard from Mr. Parker Niss that an agreement has been arrived at for an extension of the Hongkong licence to 1935; for a revision of the rates; and for the formation of a local company, the Oriental Telephone Company, receiving payment for its property in debentures and shares of the new company. It still remains to embody these terms in a formal agreement; but, provided that no hitch arises, I hope that the arrangement may be finally signed before Mr. Parker Niss leaves Hongkong.

The liquidation of the Egyptian Company has at last been completed, and the final distribution of £15,628 has been made by the liquidator. You will see that this amount has been added to the capital reserve account.

We are entering, I believe, upon a new period of progress in the history of the company. A telephone enterprise, if it is to be efficient and to keep pace with the demands for extension and modernization of the plant, must be prepared to spend money freely and must be in a position to raise capital for this purpose.

SECURITY OF TENURE IN INDIA.

The conditions now settled for the Indian licences give security of tenure for a certain period and a reasonable increase of rates. There is a good prospect of similar arrangements in Hongkong and Mauritius, and perhaps in Singapore also. If these prospects are realized, we shall have the essential conditions necessary for progress. I can give you some figures to show how rapid the progress is likely to be. The number of exchange lines now existing in the system worked by the Oriental Telephone Company and the associated companies is 35,000. The increase in the last two years (in spite of the existence of the obstacles of which you are aware) was 6,550, that is at the rate of about 25 per cent. of the number at the beginning of that period. There is every reason to expect that this rate of increase will be exceeded; but assuming that it is only maintained unchanged, the number of lines will be more than trebled in the next ten years.

Before concluding, I should like once more to say how much we appreciate the excellent services rendered by the company's staff, both in this country and abroad. From the causes with which you are well acquainted, it was, during the year and for some time afterwards, impossible to keep our plant up to the proper standard. It must have been very discouraging to our staff to work under these conditions, and it is satisfactory now to them and to us that we have been able to put them in a position to attain the high degree of efficiency which we all desire. I have now formally to move: "That the report of the directors with the audited statement of accounts and balance-sheet for the year ended Dec. 31st, 1931, presented to the meeting, be approved and adopted; that a dividend on the preference shares of 3 per cent. less income-tax, and of 6 per cent. on the ordinary shares of the company, both free of income-tax, be paid, being final dividends for the year ended December 31st, 1931; and that the disposal of the available balance as recommended in the report, be confirmed."

(Continued at foot of next column.)

DASTARDLY REVENGE.

MAN TAKEN INTO STREET AND SHOT AT.

A startling shooting incident occurred in Queen's Road East on Monday. A money-changer was dragged from his shop into the road and shot at three times by an unknown assailant. The money-changer was wounded three times and is now in hospital and said to be in a critical condition.

It appears that the money-changer was sitting in his shop when a man entered and asked him to come into the street. The money-changer refused, but being the smaller man he was dragged out. Near the door the unknown assailant produced a revolver and fired three shots at close range. The money-changer fell wounded and his assailant made off. At the time of the incident the street was practically deserted.

The motive for the crime is said to be one of revenge. The wounded man is said to have taken part in a quarrel with the assailant's friends some time ago.

THE WATER QUEUES.

INCIDENTS OF GREED AND ASSAULT.

Notwithstanding the fact that he had already filled eight buckets of water and, a young Chinese by wanting more roused the ire of the rear of a Yau-mat queue waiting to get their supplies. Angry shouts were raised against the greedy man who refused to budge from the fountain until a European police sergeant came along and pacified and delighted the crowd by placing the offender at the back of the queue.

At the Magistracy yesterday the man was charged with disorderly conduct.

Asked by the Magistrate if he had acted in a fair way, the defendant said that he had only filled two buckets. Many women, he said, had filled twenty buckets each and he only wanted his share.

The Magistrate: You had no right to keep the crowd back.

A fine of \$5 was imposed and the man was bound over on a personal bond of \$100 to keep the peace for six months.

For assaulting a little girl at a Yau-mat fountain a Chinese, who failed to appear in Court, had his bail of \$5 forfeited. The man is said to have snatched the girl's eun and to have beaten her on the back with it.

DISTURBANCE AT MONGKOK.

"REDS" AND "WHITES" ON THE WAR PATH.

A disturbance took place in Mongkok on Monday night which is said to have involved a crowd of 300. The cause of the trouble has not been ascertained by the police. For some nights the police have been watching events closely. Nothing untoward occurred until Monday, when about 9 o'clock the crowd began to assemble in Portland Street. Many of the crowd were armed with poles and there appeared to be two rival factions—the "Reds" and the "Whites"—the "Reds" being distinguished by pieces of red tape tied round the wrist, and the "Whites" by white tape.

Word was sent to the Yau-mat Police Station and a strong posse of police were sent out to break up this gathering. In this they succeeded and secured the arrest of 10 men, 15 of whom wore red tape and one white tape.

At the Magistracy yesterday Mr. Lindell tried to draw from the defendants the cause of the disturbance but all 16 denied that they had anything to do with it. The majority of the defendants said they were out for a walk when they were arrested. Another man said he was buying sandals. This the Magistrate considered the worst excuse of the lot.

The Magistrate bound over all sixteen defendants on a personal bond of \$100 to keep the peace for the next twelve months.

Mr. H. Johnstone Greving seconded the resolution.

In reply to a question by Mr. W. N. Hibbert, the Chairman said that the report of the China Company was on the table for the inspection of shareholders.

The resolution was carried unanimously.

TRIBUTE TO MR. PARKER NISS'S SERVICES.

The Hon. Evelyn Hubbard moved the re-election of Mr. G. Parker Niss, the retiring director. He said that all the shareholders knew what admirable service Mr. Parker Niss, their vice-chairman, had rendered to the company. He had very much increased their obligation to him by the work that he was now undertaking. He was on a long and arduous journey and had rather difficult negotiations to carry through. He had accomplished his task with great pertinacity and success. Had it not been for his journey they would not be able to report now that the great licences question was satisfactorily settled.

Mr. Greving seconded the resolution, which was carried unanimously.

On the motion of Col. Westropp, seconded by Mr. J. C. Dalton, the auditors, Messrs. Deloitte, Plender, Griffiths and Company, were re-elected.

A cordial vote of thanks was accorded to the chairman and directors, and to the staff.

The Chairman having briefly responded, the proceedings terminated.—Times.

NOTICES TO CONSIGNEES

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE)

NOTICE TO CONSIGNEES.

FROM ROTTERDAM, AMSTERDAM, HAMBURG, BREMEN AND GENOA.

THE Steamship "ZOSMA" having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 14th July, 1933, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 13th July, 1933, at 10 a.m., by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by J.A. CHINA-JAPAN LINE, General Agents.

Hongkong, 7th July, 1933. [1209]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "KUMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th inst., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO. LD., General Managers.

Hongkong, 7th July, 1933. [1210]

S.S. "ANDRE LEBON."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Marseilles in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 18th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th instant, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Thursday, the 13th inst., at 10 a.m.

No Fire Insurance has been effected.

A. JOHARD, Actg. Agent.

Hongkong, 7th July, 1933. [1206]

THE BEN LINE STEAMERS, LTD.

FROM LEITH, ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 28th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 7th July, 1933. [1208]

THE VALUE OF GOOD SIGHTS

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—located in 13, Queen's Road, Central—is a your service. They have the equipment to test your eyes accurately. Testing the sight and fitting glasses is their specialty.—ADVT.

[10]

THE LATEST NAVAL ENGAGEMENTS AT CANTON.

THE WARSHIPS DAMAGED.

LIKE A SCENE FROM "THE PIRATES OF PENZANCE."

[FROM OUR CORRESPONDENT.]

SUNDAY, July 9th.
I left the Kowloon-Canton Railway Station at 3.30 p.m., going westwards and when at Tung Kuan I distinctly heard the boom of guns from a distance. At the time, I could neither see nor find out the cause. Subsequently, I learnt that fighting had taken place at the Cheung Chow Forts near Whampoa. What has happened during the last two days is—

THE CAPTURE OF THE CHEUNG CHOW FORTS.

On the 5th Sun Yat Sen who had "captured" the Navy for Dr. Sun, some time before the trouble, and the three larger cruisers *Hui Ki*, *Hui Sun* and *Sui Wo* had formally declared their neutrality, the moon-of-war going to anchor at Lin Far Sun. Sun immediately mustered the cruiser *Wing Fung* and the gunboats *Po Pik* and *Kwong Yek* and these anchored beneath the shelter of the Cheung Chow Forts.

Chung King Tong with troops, sea planes and patrol launches had been ordered by Ip Kue to attack the Forts as they guarded the approaches to Whampoa. At 2 p.m. on the 9th operations commenced from the Yu Chi Forts and it is reported that the Torpedo Depot was destroyed. The firing was vigorously replied to by the pro-Sun forces at Cheung Chow Forts, and the engagement lasted twenty minutes with numerous casualties on both sides. By 3 p.m. the Forts were submerged, but Dr. Sun's whereabouts are not known, it being surmised that he had previously gone to Hongkong in disguise with the object of going north.

Prior to the news reaching Canton there had been a feeling of uneasiness all over the city. More shops were closing and people were hurrying in all directions removing property. After sunset, the streets were very quiet, the East End and Old City being almost deserted. There is general apprehension that the unruly elements will endeavour to stir up trouble on a large scale. Every precaution against fire and looting has been taken.

That serious developments were not unexpected is evident from the erection of sand-bag fortifications and the mounting of machine-guns outside the principal temples in the Old City. These were most conspicuous in the streets where fighting took place when Ip Kue's soldiers effected the coup on the night of June 16th.

As cable, the capture of the Cheung Chow Forts was announced in a proclamation by General Ip Kue, he exhorted the people to be calm as ample protection would be accorded to the public.

The news that Dr. Sun had left Whampoa gradually spread over the city and everybody that I spoke to was glad that one party had been removed. The people are now looking forward to a clearing up of the situation.

The Labour Guilds had been approached to side with Dr. Sun, but up to the present they have not done anything material. General Ip Kue has announced to them that any interference in politics will be severely punished.

MONDAY'S ENGAGEMENT WITH THE MACAO FORTS.

MONDAY, Noon.

The feeling of uneasiness resulting from the news that Dr. Sun had left Whampoa was dispelled early this morning. Shortly after 7 a.m. the boom of guns was heard distinctly in all parts of the city, the firing being much more audible than any other occasion except the bombardment. Having ascertained that the fighting was taking place somewhere near the Honam Back Beach, I at once proceeded to Honam and went to a point of view near the south beach of Honam Island.

The cruiser *Wing Fung*, gunboats *Po Pik*, *Kwong Yek*, and *Kwong Yam* and 1 torpedo-bomb left Whampoa at 6.20 a.m. to get to Canton. It is surmised that they were under the personal direction of Chan Chak, Dr. Sun's right hand man in the Navy. Approaching the Macao Forts at 7 a.m. in line with the torpedo-bomb leading, they were challenged by the Forts. Not getting a reply the Forts opened fire on the men-of-war and the *Po Pik* replied. Ultimately all the ships fired at the forts, keeping under weigh but not putting on any speed as though to run the gauntlet. Firing continued till 8 a.m. when the warships got beyond range of the forts. They proceeded upstream and anchored off Shamen in the Bak Ngo Tam on the Wong Sha side. The cruiser *Wing Fung*, and torpedo-bomb *Tung On*, which had been at anchor here for some time past, took no part in the operations. After anchoring the ships signalled various stations on shore in Chinese code. It is believed that they have come to an understanding with the Cantonese forces. Early in the morning the British gunboats *Moth* and *Tarantula* cleared for action and battle stations were sounded. There is no apparent danger to Shamen.

The shooting of the men-of-war was very inaccurate; they showed no fire organisation of any description. The Macao Forts were not so erratic; they suffered very little appreciable damage and they managed to hit the ships time and again, but the ammunition seemed ineffective. All the ships suffered damage

more or less and the *Wing Fung* had two holes in her port-side, one forward and one amidships. After dropping anchor, Red Cross motor-launches put off and took the casualties ashore.

It is reported that the Standard Oil Co.'s works on the Honam Back Beach were hit during the firing.

What was the object of the warships in coming to Canton nobody knows just yet; it is apparent that they were keen to get through, and were also regarded as hostile by the Canton forces. The treatment they received *en route* must have caused them to decide from their original plans. But as regards the actual fighting, neither side seemed to take it very seriously. As the gentleman who witnessed the firing with me remarked, "To one who has gone through the Great War these operations reminded him very much of Gilbert & Sullivan's famous comic opera 'The Pirates of Penzance'."

The boom of guns sent the city into a state of panic. Doors were immediately closed, street gates barred and the streets soon deserted. The sampun river ferries were cleared away from their landing stages by soldiers who were quickly posted on guard on every landing place on both sides of the river. On my way back to the Hotel I met a few hundred soldiers on the Bund and on inquiry found that they were being sent to Wong Sha.

There is a great exodus of people from the city. All the departing steamers are full. There is much activity on river and land. Soldiers are on the move and ammunition is being transported in motor-launches. Foreigners think Dr. Sun will plan a do-or-die attack on Canton and more trouble is pending. There has been more pressing of pedestrians into service as coolies by the military.

MONDAY NIGHT.
Sun Yat Sen is still on the cruiser *Wing Fung*, which is now lying off Shamen.

AMMUNITION DEPOT AT WHAMPOA DESTROYED.

A HOT FIGHT MOMENTARILY EXPECTED.

A foreign resident who was at Whampoa on Sunday when the bombardment from a landing party from Cheungchow Island commenced on the warships, writes in a private letter that the bombardment was heavy and the vessels replied up to 3 p.m. when a heavy squall came up and naturally the fight stopped. The writer says: "The last shell from the invaders set fire to the ammunition depot and mines, and shells and torpedoes went off one after the other. We then left the scene and stood off in Fiddlers Reach to watch developments. When the weather cleared the fight started again and lasted up to six o'clock. This morning (Monday) the warships came up the river at seven o'clock, and started shelling the Macao Forts, and supported a strong landing party just below Tai Shuk Tao. The vessels are at present anchored off Shamen and a hot fight is expected momentarily as the landing force of some 3,000 men are half way through Honam Island and Chen's men are stationed at Wong Sha, just above Shamen. The hospitals are already full of wounded, and makeshifts are being built to accommodate more. The city is deserted and heavy guns are booming in the distance. Sun's troops are at the north of the city and I believe are trying to connect with the Honam troops."

WHERE IS SUN YAT SEN?

Our correspondent at Canton has learnt from an authentic source that Dr. Sun Yat Sen is still on the cruiser *Wing Fung*, which is now lying off Shamen. From another source we learn "as a fact," that he is in the city, and this informant adds: "I believe he will be in full control in a few days. It seems the merchants are supporting him on the quiet, and that they have lost confidence in Chen Chiung Ming who prefers to stay away at Waichow, while Sun risks everything in, as he considers, a just cause."

BRITISH SHIP FIRED AT. EXCITING INCIDENT AT WHAMPOA.

The s.s. *Hoi Sang*, a river steamer on the regular run between Hongkong and Canton, had two very unpleasant experiences on Monday in her voyage to and from Canton. On the way to Canton, whilst passing the Macao Forts at about 10 a.m., numbers of troops were observed on both banks of the river engaged in sniping with rifles and the firing of machine-guns. Bullets were passing dangerously near the bow of the vessel; so near, in fact, that the whizzing of the bullets could be heard on board. The soldiers on the starboard bank of the river, yelled out a warning to the No. 1 pilot on the *Hoi Sang*, which he in turn interpreted to the skipper (Capt. J. H. Woolcott) as follows: "The soldiers say more better you go back." The ship is going through to Canton. I do not take orders from Chinese soldiers," Captain Woolcott then gave the order for "full steam ahead." A panic followed on the vessel in which one of the mates and the No. 1 pilot left the bridge, joined the passengers below, where all sorts of peculiar positions were chosen as shelters from the fusillade. Capt. Woolcott alone remained on the bridge, and with the aid of a quarter-master in the wheel-house brought the vessel through the danger zone unscathed. Directly all

(Continued at foot of next column.)

GREAT WATERWORKS SCHEMES IN PROSPECT.

WATER FROM TAIMOSHAN MOUNTAINS.

THE URGENCY OF THE NEED.

In a leading article, recently, on the water shortage, the *Daily Press* suggested that a solution of present difficulties would be found by "looking ahead and drawing the principal supplies for the whole Colony from the mainland, and from the hinterland of the Peninsula rather than from areas which may, within a century, be required for business or residential purposes." We have now gleaned information as to proposals now under consideration by the Government for vastly increasing the water supplies of the Colony and, whether they are adopted in their entirety or not, they undoubtedly show that the Government's advisers are quite ready to take long views and to consider the requirements, not of a decade or even a generation but of many years to come.

The chief proposal before the Government does the very thing we suggested; it taps the hinterland of the Peninsula in a way that would put a very considerable supply of water at the disposal of the Colony. Not that we take any credit for the idea; the scheme has been in preparation in the Public Works Department for a very long time. Plans have been prepared by the Executive Engineer of the Waterworks, Mr. R. M. Henderson, for collecting water for both Hongkong and Kowloon from Taimoshan Mountain. The southern slopes have been selected as the catchment area and the large stream which at present finds its way to the sea at Shatin will be impounded. This stream has an average dry weather flow of over one and a half million gallons a day. In the Shing Mun valley two reservoirs, each with a capacity of about 1,000 million gallons, will be constructed. A portion of the catchment area slopes away from the reservoir but by means of a catchwater this gathering ground, and the product of another fair sized stream, will be added to the scheme.

The catchment area can be still further enlarged when required by extending catchwaters to include other slopes of the mountain. Enormous volumes of water would thus be drawn upon.

SUBMERGED MAIN UNDER THE HARBOUR.

From the two great reservoirs water would be brought down by conduit, and in some parts by tunnel, to a point very near the existing Kowloon filter beds. Supplies would be taken off for Kowloon waterworks when that supply needed replenishment, and the remainder would be brought by iron mains to the harbour frontage at Kowloon Point. The scheme proposes to bring the water across the harbour by a submerged main and a supply at good pressure can then be made to the lowest districts of the City of Victoria. It will be readily understood that there are difficult problems connected with laying a main beneath the harbour. A recent number of an engineering journal gave an account of damage done to such a pipe beneath New York Harbour by the operations of a dredger. Important questions as to the length of life and replacement cost of such a pipe will also have to be considered.

TUNNELING THROUGH HILLS.

A scheme of the magnitude of the one here briefly outlined will of course take years to complete. Some portions of the operations are likely to be more difficult than others and to take a considerable time. Tunneling through intervening hills, when the water conduit is being constructed will be a very arduous business. But, since the course of the channel will be known, the tunneling can be begun

(Continued on next column.)

danger was over the pilot and the sailors resumed their respective duties on the vessel.

On her return journey to Hongkong the same evening, with 300 passengers on board, the s.s. *Hoi Sang* had a nasty reception in passing Whampoa. The vessel was just passing through the Collinson Reach and was just opposite one of the forts, when she was fired at. Fortunately the shell fell short and exploded some yards away from the vessel. The shock of the explosion shook the *Hoi Sang* from stem to stern. "If the shell," said Capt. Woolcott, in an interview, "had continued its journey we should have been struck amidships. This would have been disastrous. The vessel is a wooden one and it is quite likely that we should have been a total loss." Capt. Woolcott at once gave orders to stop the vessel and hoisted a large British ensign at the foremast and replaced the one at the stern by a larger one. "I cannot understand why they should fire at us. We could see them quite clearly on shore standing by their gun, so that they could see us and could easily tell that we were a British ship. We were less than a mile from shore. There was nothing else for them to fire at; so it must have been at us. The only other vessel in sight was the s.s. *Fatshan* which was about three miles ahead. The shot was intended for us, as the gunners could be seen standing by the gun watching the effect of the shot. No more shots were fired and I proceeded at full steam ahead."

Early yesterday morning Capt. Woolcott reported the incident to the Harbour Master (Com. O. W. Beckwith) who after hearing the story said the incident would be reported to the Government.

at the first possible moment. It is bound to be a slow business since only a limited number of people can work at the face of a tunnel, and obtaining additional faces by sinking intervening shafts would greatly add to the cost of the work.

PROVIDING FOR IMMEDIATE NEEDS.

The proposals now before the Government also provide for more immediate necessities. It is proposed that *pari passu*—as the lawyers say—with the large scheme just outlined, extensions shall be made at Kowloon Reservoir and additional catchment areas brought into service on the island of Hongkong. So great is the increase in population and the demand upon the water supplies that, if extensions of existing undertakings were not put in hand, the demand would greatly exceed the supply long before the Taimoshan scheme was completed. If the big scheme is put in hand, however, the extensions of existing works can be framed on relatively less expensive lines. It is proposed to provide an additional reservoir at Kowloon, as it will be possible to construct one to contain 100 million gallons or thereabouts, at a comparatively moderate cost. An extension of the catchment area will also be made there.

On the island, another 2,000 acres can be added to the catchment area of the Taimoshan-Wongneichong chain of reservoirs. Some idea of the additional quantity of water that would find its way to the reservoir may be gathered from the fact that one inch of rain over such an area would represent about 60 million gallons, and any springs or streams within the area would be additional. According to the report of the Committee which recently considered the feasibility of extending the water carriage system, the inclusion of this 2,000 acres would increase the supply at Taimoshan (without further reservoirs) from its present figure of 7 millions to 10 millions a day. The Kowloon Works, this report states, "will produce 1.7 million gallons a day in the driest recorded year and can be considerably extended at a comparatively small cost. The present supply is about 1.7 million gallons a day."

ESTIMATES OF FUTURE REQUIREMENTS.

These figures give the clue to the need for extension of the Colony's water supplies. The percentage of increase in consumption in Hongkong in 1921, compared with 1912 was over 72 per cent, and in Kowloon 69 per cent. But a considerable proportion of this increase accrued in the last three years of the period. If the years 1918 to 1921 are taken, the percentage increase of consumption for Hongkong is 25 per cent, and for Kowloon nearly 30 per cent. If the rate of increase of consumption of these three years continues, the daily consumption in 1924 would be in Hongkong, over 10 million gallons; and in Kowloon, nearly 21 million gallons—or an aggregate annual increase of nearly 550 million gallons per annum.

In other words, the demand of Hongkong in 1924 if the increase of consumption is not checked, is expected to be, even then, in excess of the 10 million gallons a day that the recent Committee said the island waterworks would provide if the 2,000 acres of additional catchment were all in full operation. Hence the necessity for the Shing Mun Valley scheme and for the pipe line across the harbour.

As for Kowloon, the 21 million gallons a day which the district is estimated to need in 1924 will not be fully met by the extensions proposed, and Kowloon, also, will draw largely upon the Shing Mun Scheme for supplies, as soon as they are available. If meters are introduced in the meantime, some reduction in the demand may result, but too much must not be expected on this account as the extraordinarily rapid development of the Colony makes much of the increased demand inevitable.

It is too early yet to give any estimate of the cost of the schemes proposed. The sum is bound to run into many millions of dollars but ultimately the Colony may expect to have the ample water supplies necessary for public use and for maintaining the water service to the Port.

COMPANY REPORT.

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

The report for presentation to the shareholders states—

The General Managers have the pleasure to lay before the shareholders the accompanying statement of accounts for the year ended 31st May, 1922.

ACCOUNTS.—The balance at the credit of profit and loss account, including \$2,078.26 brought forward from last year, is \$53,587.93 which it is proposed to appropriate as follows:—

To place to reserve for launch repairs and renewals	7,569.50
To pay a dividend of 60 cents on ordinary shares	5,940.00
To pay a further dividend of 60 cents on ordinary shares	5,940.00
To pay \$50.10 per share on founders' shares	5,910.00
To pay a bonus of \$1.20 on ordinary shares	11,880.00
To pay a bonus of \$118.80 per share on founders' shares	11,880.00
To carry forward to new account	4,418.13
	\$53,587.93

AUDITOR.—The accounts now presented have been audited by Mr. Harry Greenwood, A.C.A., in the absence of Mr. O. Bernard Brown, A.C.A.; the latter being eligible, offers himself for re-election.

LANE, CRAWFORD, LTD.

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SILK HOSE

FULL FASHIONED WIDENED TOPS

IN SIZES 8, 9, 9½, 10 INCH

HEAVY MILANESE SILK HOSE

PLAIN OR IN A FASHIONABLE WIDE TRIPLE STRIPE

BLACK & WHITE ONLY

Special Value \$8 PER PAIR

A FINE WHITE SILK THREAD HOSE

WITH NARROW VERTICAL STRIPES \$4.75 PER PAIR

A LARGE SELECTION OF SILK HOSE

IN BLACK, WHITE, GREYS & BROWNS

\$3.50 TO 12.50 PER PAIR

AMERICAN "KABO" CORSETS

NOVELTIES IN

HANDMADE UNDIES

A NEW STOCK OF

BAROGRAPHS.

The

Special Self Recording Barometer

AND

The B.O.T. Pattern

Marine Mercutrial Barometer

AT

LANE, CRAWFORD, LTD., HONGKONG.

COLUMBIA RECORDS

FOR

JUNE-JULY.

JUST RECEIVED

AT

ANDERSON'S

(OPPOSITE CITY HALL).

Powell Ltd

TELEPHONE 3146.

RAINCOATS

FOR GENTLEMEN.

We have a good assortment to choose from. There are

GABERDINES @ \$45 AND \$49.50.

RUBBEROID @ \$19.50.

DOUBLE TEXTURE WATERPROOFS @ \$30.

Also the celebrated "MATTAMAC"

RAINCOAT @ \$25.

UMBRELLAS GOLOSSES

BLACK AND BROWN

WATERPROOF BOOTS.

NEW ADVERTISEMENTS

HONGKONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an Interim dividend of 6% per share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June 1922, at a rate of 2 1/2 p. per dollar.

The dividend will be payable on and after TUESDAY, the 17th August, 1922, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 14th July, to SATURDAY, the 5th August, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. H. BARLOW,
Acting Chief Manager.

Hongkong, 11th July, 1922. [1188]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of July, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of one Lot of CROWN LAND, behind 5th Temple Gap Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Contains in square feet	Annual Rental	Upset Price
1	Lot 1, 1st 1/2, 2nd 1/2, 3rd 1/2, 4th 1/2, 5th 1/2, 6th 1/2, 7th 1/2, 8th 1/2, 9th 1/2, 10th 1/2, 11th 1/2, 12th 1/2, 13th 1/2, 14th 1/2, 15th 1/2, 16th 1/2, 17th 1/2, 18th 1/2, 19th 1/2, 20th 1/2, 21st 1/2, 22nd 1/2, 23rd 1/2, 24th 1/2, 25th 1/2, 26th 1/2, 27th 1/2, 28th 1/2, 29th 1/2, 30th 1/2, 31st 1/2, 32nd 1/2, 33rd 1/2, 34th 1/2, 35th 1/2, 36th 1/2, 37th 1/2, 38th 1/2, 39th 1/2, 40th 1/2, 41st 1/2, 42nd 1/2, 43rd 1/2, 44th 1/2, 45th 1/2, 46th 1/2, 47th 1/2, 48th 1/2, 49th 1/2, 50th 1/2, 51st 1/2, 52nd 1/2, 53rd 1/2, 54th 1/2, 55th 1/2, 56th 1/2, 57th 1/2, 58th 1/2, 59th 1/2, 60th 1/2, 61st 1/2, 62nd 1/2, 63rd 1/2, 64th 1/2, 65th 1/2, 66th 1/2, 67th 1/2, 68th 1/2, 69th 1/2, 70th 1/2, 71st 1/2, 72nd 1/2, 73rd 1/2, 74th 1/2, 75th 1/2, 76th 1/2, 77th 1/2, 78th 1/2, 79th 1/2, 80th 1/2, 81st 1/2, 82nd 1/2, 83rd 1/2, 84th 1/2, 85th 1/2, 86th 1/2, 87th 1/2, 88th 1/2, 89th 1/2, 90th 1/2, 91st 1/2, 92nd 1/2, 93rd 1/2, 94th 1/2, 95th 1/2, 96th 1/2, 97th 1/2, 98th 1/2, 99th 1/2, 100th 1/2, 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1093rd 1/2, 1094th 1/2, 1095th 1/2, 1096th 1/2, 1097th 1/2, 1098th 1/2, 1099th 1/2, 1100th 1/2, 1101st 1/2, 1102nd 1/2, 1103rd 1/2, 1104th 1/2, 1105th 1/2, 1106th 1/2, 1107th 1/2, 1108th 1/2, 1109th 1/2, 1110th 1/2, 1111th 1/2, 1112th 1/2, 1113th 1/2, 1114th 1/2, 1115th 1/2, 1116th 1/2, 1117th 1/2, 1118th 1/2, 1119th 1/2, 1120th 1/2, 1121st 1/2, 1122nd 1/2, 1123rd 1/2, 1124th 1/2, 1125th 1/2, 1126th 1/2, 1127th 1/2, 1128th 1/2, 1129th 1/2, 1130th 1/2, 1131st 1/2, 1132nd 1/2, 1133rd 1/2, 1134th 1/2, 1135th 1/2, 1136th 1/2, 1137th 1/2, 1138th 1/2, 1139th 1/2, 1140th 1/2, 1141st 1/2, 1142nd 1/2, 1143rd 1/2, 1144th 1/2, 1145th 1/2, 1146th 1/2, 1147th 1/2, 1148th 1/2, 1149th 1/2, 1150th 1/2, 1151st 1/2, 1152nd 1/2, 1153rd 1/2, 1154th 1/2, 1155th 1/2, 1156th 1/2, 1157th 1/2, 1158th 1/2, 1159th 1/2, 1160th 1/2, 1161st 1/2, 1162nd 1/2, 1163rd 1/2, 1164th 1/2, 1165th 1/2, 1166th 1/2, 1167th 1/2, 1168th 1/2, 1169th 1/2, 1170th 1/2, 1171st 1/2, 1172nd 1/2, 1173rd 1/2, 1174th 1/2, 1175th 1/2, 1176th 1/2, 1177th 1/2, 1178th 1/2, 1179th 1/2, 1180th 1/2, 1181st 1/2, 1182nd 1/2, 1183rd 1/2, 1184th 1/2, 1185th 1/2, 1186th 1/2, 1187th 1/2, 1188th 1/2, 1189th 1/2, 1190th 1/2, 1191st 1/2, 1192nd 1/2, 1193rd 1/2, 1194th 1/2, 1195th 1/2, 1196th 1/2, 1197th 1/2, 1198th 1/2, 1199th 1/2, 1200th 1/2, 1201st 1/2, 1202nd 1/2, 1203rd 1/2, 1204th 1/2, 1205th 1/2, 1206th 1/2, 1207th 1/2, 1208th 1/2, 1209th 1/2, 1210th 1/2, 1211th 1/2, 1212th 1/2, 1213th 1/2, 1214th 1/2, 1215th 1/2, 1216th 1/2, 1217th 1/2, 1218th 1/2, 1219th 1/2, 1220th 1/2, 1221st 1/2,			

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]THE DECLINE OF THE MARK.
A WARNING BY THE "TIMES."

LONDON, July 10th.

The German mark has slightly rallied, and closed at 5.35 to the £1 compared with 2.450 on Saturday.

The "Times," commenting on the situation, says the real forces of Germany are represented by an industrial group, which is concentrating in its hands the control of German wealth, and by investing its profits in foreign securities is evading allied control, using the threat of German bankruptcy and the sufferings of the masses of the German people as a means of escaping the demand for legitimate reparations.

THE SITUATION MUST BE INVESTIGATED.

The allies must investigate the situation with extreme care, without permitting themselves to yield on the instant, to a panic which recent events may largely be designed to create. A subtle campaign, both in England and France, has recently been carried on with the object of absolving Germany from the guilt of the war, transferring it to the principal allies. Unless all such attempts to whitewash Germany are emphatically repudiated, discussion of the reparations problem will only lead to fresh danger. Germany's capacity to pay must be thoroughly and objectively estimated, and the method of payment must be determined to the advantage of all.

THE IRREFUTABLE PRINCIPLES OF JUSTICE.

Once the sum and the methods are finally established, the strictest measures must be taken to compel those in control of German wealth to pay reparations liabilities to the full. The problem must be solved by the unwavering enforcement of the irrefutable principles of justice.

GERMAN POLITICAL PARTIES.
COALITION OPPOSED BY LEFT WING.

BERLIN, July 10th.

The Majority Socialists have passed a resolution supporting a thoroughly republican Government and opposing the inclusion of the German People's Party in the coalition, declaring that the Social Democratic Reichstag Party cannot co-operate with a Government whose ranks are extended to the right wing.

[A cable message from Berlin dated July 5th, stated that the centre democratic parties in the Reichstag had forwarded a letter to the German People's Party, enquiring whether they were prepared to participate in the Government. The letter assumed that the restoration of the State could only be carried out on a constitutional basis. From the information now to hand it would appear that the Centre Party (moderates) were prepared to coalesce with the Right wing (Conservatives) but that the Left wing (extremists) have rejected this proposition.]

EARLIER CABLES.

FALL OF AUSTRIAN CURRENCY.
THE CROWN FOLLOWS THE ROUBLE.

VIENNA, July 10th.

Expectations of the establishment of a new note-issuing bank, a compulsory internal loan, and other projected financial measures are not preventing the crown's rouble-like descent. Sterling today closed at 113,000 crowns and the dollar at 25,000.

LATEST CABLES.

AMERICAN COAL STRIKE.
PRESIDENT HARDING SUGGESTS ARBITRATION.

WASHINGTON, July 10th.

The Government is appointing Deputy Marshals in all strike areas to preserve law and order, to protect life and property and to maintain communications.

President Harding has communicated with the coal owners and miners, proposing an immediate resumption at the pre-strike scale of wages, pending the findings of an arbitration board representing the owners, miners and the public.

GERARD BEVAN EXPLAINS.
BLAMES WIFE FOR HIS FLIGHT.

VIENNA, July 1st.

Gerard Bevan (ex-Chairman of the City Equitable Fire Insurance Co.), interviewed by Reuter's Correspondent, stated that he left England on February 8th, solely at the request of his wife, who had information that a warrant would be issued for his arrest on the following day. She implored him to spare her the disgrace of an arrest.

It was against the principles and practice of his whole life to run from trouble, and he also knew that the flight would prejudice him in the eyes of the public, and he therefore departed much against his own judgment, with only £250 in his possession. He was anxious to come to grips with the grave charges levelled against him and was convinced that nothing dishonourable could be proved.

The alleged falsification of the balance sheets was an ordinary window dressing operation.

[A cable message from Vienna, dated June 17th, stated that Gerard Bevan had been arrested in Vienna. After a desperate struggle with the detectives he took poison, but was promptly stomach-pumped. He was arrested on a charge of assaulting the police, pending his extradition, which has since been granted.]

BRITISH REGISTERED SHIPS.
THE QUESTION OF MANNING.

LONDON, July 10th.

In the House of Commons, Sir J. Fortescue-Flannery (Associate of Lloyd's) asked the Government to introduce legislation to prevent ships sailing under the British flag unless offered and manned by British subjects. In view of the number of such vessels owned and manned by foreigners, but insured by British underwriters, which had recently been lost in circumstances suggesting intentional scuttling or stranding.

Mr. Stanley Baldwin (President of the Board of Trade) said that he had read reports of such cases, but the insistence of complete British manning would drive vessels from the British register; thus there would be no national advantage.

LLOYD'S SHIPBUILDING RETURNS.
BIG DECREASES SHOWN.

LONDON, July 10th.

Lloyd's shipbuilding returns for the quarter ended June 30th, show that 290,000 vessels with a gross tonnage of 1,910,000 tons are being constructed in the United Kingdom. This is a decrease of 210,000 tons as compared with the previous quarter. The total includes 481,000 tons on which work has been suspended for some time.

The tonnage building abroad is 1,315,000, and includes 200,000 on which work has been suspended. The decrease is most noticeable in France, Holland and Italy. It is estimated that the tonnage under construction in Germany is 500,000 tons.

IMPUDENT BANDIT'S DEMAND
THREATENS TO DESTROY OIL PROPERTY.

WASHINGTON, July 10th.

The American Consul at Tampico reports that the leader of the bandits, who last month was responsible for the wholesale kidnapping of foreigners connected with oil wells, has threatened to blow up the pipelines and pumping stations unless he receives 15,000 pesos ransom.

EMPIRE GROWN TIMBERS.
EXTENDING THEIR USE IN GREAT BRITAIN.

LONDON, July 10th.

The Imperial Institute Advisory Committee is inquiring into the possibility of extending the use in Great Britain, of timbers produced in various parts of the overseas Empire.

WASHINGTON TREATIES BILLS.
PASSES HOUSE OF COMMONS.

LONDON, July 10th.

The House of Commons has passed the third reading of the Washington Treaties Bills.

NORWEGIAN MERCANTILE MARINE INCREASE.

CHRISTIANIA, July 10th.

The Norwegian mercantile marine on July 1st, totalled two and a half million tons, which is two per cent. above pre-war tonnage.

EARLIER CABLE.
THE HAGUE CONFERENCE.
TENDER MERCEDES OF THE SOVIET.

THE HAGUE, July 10th.

The week has an unsatisfactory outlook. The principal delegates spent the week-end examining the list of properties which the Russians are prepared to restore. The delegates agreed that the list was unsatisfactory, including only 10 per cent. of the total. It is now explained that Mr. Krawin's statement of conditional upon the conclusion of an agreement with the Soviet regarding credits and is dependent upon direct individual negotiations between the owners and the Soviet. This condition is regarded by the Powers as unacceptable, simply meaning that the owners are left to the tender mercies of the Soviet.

"SCRAPS" OF PAPER.

There was much plain speaking at the meeting of the Credits Sub-Committee today. The Russians finally, in reply to a direct question, insisted that they wanted credits granted to the Russian State, not to individuals, and they refused to recognise the guarantee inscribed on the face of the bonds issued by the Russian Government.

SOVIET AGRICULTURAL CONCESSIONS.

Discussion by the Credits Sub-Committee in the nature of a general clearing-up elicited from Mr. Litvinoff the statement that several agreements had been practically concluded with foreign companies for concessions of agricultural land, in one case for 100,000 hectares. The Soviets intended to concede a total of 4,000,000 hectares.

M. Litvinoff further explained the transport programme, for which the Soviet is anxious to attract capital, including 15,000 versts of new railways.

WORLD'S TENNIS CHAMPIONSHIP.
GENTS' SINGLES GO TO AUSTRALIA.

LONDON, July 10th.

At Wimbledon, in the Gents' Singles final, Patterson (Australia) beat Lycett (England) by 6/3, 6/4, 6/2.

The match was played before a moderate attendance. It was the first day of the contests on which no rain fell. Lycett opened with a double fault, but thereafter he effected beautiful cross-court drives on Patterson's backhand. However, in the middle of the second set he fell away. The Australian, serving with his usual power and using the chop stroke most effectively, was easily superior.

In the third round of the Mixed Doubles, O'Hara Wood and Mlle. Lenglen beat the Americans, Mather and Mallory 6/2, 6/4. The winners were generally staidier, the Americans not combining well.

U.S. SHIPPING BILL.
BRITISH GOVERNMENT MAY RETALIATE.

LONDON, July 10th.

In the House of Commons, replying to a question in regard to the American Shipping Bill, by which, *inter alia*, 50 per cent. of the total immigration to the United States is reserved to American vessels, Mr. Harmsworth said that the Government is considering its effect upon British shipping, and is consulting the Department concerned in regard to the steps necessary if the Bill is passed.

INDUSTRIAL FAIR AT UTRECHT.
DUTCH INDIES AS MARKET FOR BRITISH PRODUCTS.

LONDON, July 10th.

British applications for information in regard to the forthcoming Industrial Fair at Utrecht, which is recognised as the buying centre for the Dutch Indies, indicate that the value of the Dutch Indies as a market is becoming more generally recognised by British manufacturers.

OBITUARY.

VICE-PRESIDENT OF GRAND TRUNK RAILWAY.

MONTREAL, July 10th.

The death is announced of Mr. Biggar, Vice-President of the Grand Trunk Railway.

DETACH CONSUL IN LONDON.

LONDON, July 10th.

The death is announced of M. M. M., Consul-General for the Netherlands in London.

SOVIET PERSECUTION OF ECCLESIASTICS.

ARCHBISHOP OF CANTERBURY'S REQUEST REFUSED.

LONDON, July 10th.

The Soviet Government has refused the Archbishop of Canterbury's request for permission to send a commission.

[In view of the Soviet's persecution of Russian ecclesiastics, apparently for refusing to hand over Church property, the Primate proposed that a committee should investigate.]

HEAVY-WEIGHT CONTEST.
AUSTRALIAN CHAMPION DEFEATS CANADIAN.

LONDON, July 10th.

At the Holland Park Hall, in a twenty-round contest between the heavy-weights George Cook (the Australian champion) and Soldier Jones (the Canadian champion), the former won on points.

(Continued at foot of first column.)

PAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SINO-JAPANESE COMMISSION.
DISCUSSING CHINESE RIGHTS IN SHANTUNG.

PEKING, July 11th.

Yesterday's meeting of the Sino-Japanese Commission was uninteresting. To-day's meeting discussed Japanese contracts and commitments, also the question of Chinese exports taking up their duties, and also the rehabilitation of Chinese rights in Shantung.

The Japanese Commissioner tabled a report of business conditions in the railway.

CHAO HUNG TI'S SUGGESTION TO PARLIAMENT.
AND A POLITE REJOINER.

PEKING, July 11th.

General Chao Hung Ti (Military Governor of Hunan) recently telegraphed Parliament urging that the Hunan provincial constitution should be embodied in the provincial system.

At a subsequent informal meeting of Parliament, it was resolved that the Chairman would reply to Chao Hung Ti privately, pointing out that when Parliament was ready to deal with such a matter, it would be referred to the Drafting Committee.

JAPANESE AIRSHIP DESTROYED.
NO CASUALTIES.

Tokyo, July 10th.

The naval airship which arrived from England in April last, exploded and was destroyed with the hangar, at Yokosuka, this morning. There were no casualties.

JAPANESE ARMY REFORMS.
FURTHER REORGANISATION CONTEMPLATED.

Tokyo, July 10th.

The outlines of the scheme of army reform, which was published on July 4th and which it is stated were published prematurely, are only part of the reorganisation which the War Department contemplates. This information was communicated by the War Minister to the House of Representatives and the Peers.

ANGLO-CHINESE INTERESTS.
SPEECH BY CHINESE CHARGE D'AFFAIRES.

LONDON, July 10th.

Earl Balfour, Sir Auckland Geddes, the Japanese Ambassador and Sir Charles Addis were among the imposing list of guests at a luncheon given by Mr. Chao Hsin Chu, in honour of Mr. Alfred Szec, Chinese Minister at Washington.

Speaking subsequently at the International Scholarship Dinner of the Lyceum Club Mr. Chao Hsin Chu reiterated the necessity for increasing the facilities of Chinese students to come to Great Britain. He pointed out that America had 2,500 Chinese students, compared with Great Britain's 250, and declared that Chinese were particularly interested in the suggestion that Great Britain should earmark certain sums of money over which they had control, but which came from the Far East, for the purpose of supporting Chinese students.

Mr. Chao Hsin Chu applauded the club's decision to give a scholarship to a Chinese student coming this year, as the sort of encouragement which would do much to bind still closer, the links of Anglo-Chinese trade, commerce, science, learning and good feeling.

LATEST CANTON NEWS.
A THREATENING OUTLOOK.

By the late Canton steamer last night we received word from our Canton correspondent that affairs in that city are assuming a more serious aspect.

It is now evident that Dr. Sun is still on board a warship anchored off Shamoen as he was yesterday interviewed by the Foreign Consuls.

The mechanics in the Electric Company's plant at Ng Sum Mun have ceased work, apparently in sympathy with Dr. Sun.

The prisoners in the Nam Hoi District Gaol, numbering some 300, mutinied, and effected their escape. Thirty were recaptured and another thirty were shot down by the soldiery.

A fuller report of these exciting events will be published in our to-morrow's issue.

THE PRINCE AND GRAND LODGE.

The Duke of Connaught, presiding on June 7th, as Grand Master over the United Grand Lodge of English Freemasons, at the Central Hall, Westminster, invested the Lord Chancellor as Junior Grand Warden for the ensuing year.

It was intimated that the investiture of the Prince of Wales, as Senior Grand Warden, will take place in the autumn at a special meeting of Grand Lodge, which will probably be held in the Albert Hall.

COUNTY CRICKET.
KENT DEFEATS NORTHANTS.

LONDON, July 10th.

At Tunbridge Wells, Kent defeated Northants by an innings and 115 runs.

RENTS ORDINANCE LITIGATION.
FRENCH MISSION v. TOBACCO FACTORY.

The Rents Ordinance action was continued, yesterday, in which the Mission Etrangeres seeks to recover possession of buildings in Caroline Road, now occupied by the Nanyang Brothers Tobacco Co.

Mr. Potter, continuing his address for the plaintiffs, asked the Court to note a number of facts which would prove that the building was not substantially used as a domestic tenement. First of all, there was the character of the buildings. They were formerly old cotton mills. There were the nine bed boards, which were used by the supervisors; these did not pretend to a substitute for a home. On the premises were an old Chinese watchman, his wife and child. It would be interesting to contrast the way in which they were living with the way the supervisors were living. The watchman, his wife and child had a cubicle which was partitioned off from the rest of the premises, the supervisors had only bed boards. The watchman, however, did not come within the meaning of the Ordinance, but he was the only person who had anything in the nature of a domestic tenement.

In correspondence between the Hon. Mr. Chow Shou Soa and Father Roberts, at a time when the defendants were negotiating with the plaintiffs for a lease of the premises, the buildings were referred to as a godown and not as a domestic tenement. One letter from Mr. Chow expressed thanks on behalf of the Canton Nanyang Bros. Tobacco Co. for a reduction of the rent from \$50,000 to \$45,000 per annum. "I dare say," remarked counsel, "that during the hearing of this case we shall hear a lot about the rent. In 1916 it was fixed at \$1,900 a month. Now we shall be told that a rent of \$4,000 a month is preposterous. We shall see righteous indignation exuding from every pore." The reduction from \$50,000 per annum to \$45,000 per annum was agreed to, Council explained, because it was thought that the Tobacco Company would have to pay certain rates which it had since been found they had not to pay. He would prove on that branch of the case that the rent was eminently reasonable. The defendants contended that under the Rents Ordinance they were not liable for more than \$1,900. Since the Ordinance was passed, Mr. Potter continued, the defendants had not used the word "godown" in any of their letters. They now was decided that the building was outside the Ordinance there could be no question that the rent would be \$4,000. The defendants contended that the building was covered by the Ordinance and that they were entitled to a lease with the rent at \$1,900.

At the conclusion of his address Mr. Potter suggested that the Chief Justice should view the premises in the afternoon. This would take some time. The Chief Justice: All I want to see are the nine beds. Mr. Potter said the factory was a very big place. He wanted His Lordship to see what was going on and how it was substantially used. The Court then adjourned until to-day and the Chief Justice inspected the premises in the meantime.

ALLEGED DEMANDING MONEY BY MENACES.
A POLICE TRAP THAT FAILED.

A case of demanding money by menaces came up for hearing at the Magistracy, yesterday afternoon, before Mr. Lindell. The defendant, a Chinese fooki of the Kom Hing Dyeing Factory with serious injury unless he paid him a sum of \$100.

Mr. E. E. A. Webster appeared for the complainant and Mr. A. E. Hall for the defendant.

In the evidence for the prosecution it was stated that after the threat had been made, the complainant reported the matter to the police at Yau-mat and a trap was laid. A Chinese detective was detailed to pass a portion of the \$100 over to the defendant. The detective acted prematurely and it came out in the cross-examination that the detective was reproved for his action.

In the witness-box the defendant admitted that he threatened to give the complainant "a hiding," but strongly denied that he had demanded money. After he had been arrested some person attempted to place some marked money in his pocket. The money was picked up from the ground. It was not found in his possession.

Mr. Hall submitted that there appeared to be a certain amount of collusion amongst the witnesses for the prosecution and on this ground alone he was entitled to ask for the discharge of the defendant.

The Magistrate, in summing up, said there seemed to be a certain amount of doubt as to the veracity of the detective's evidence, but taking into consideration the defendant's admission of a threat he had to amend the charge to that of disorderly conduct and to send the defendant to prison for three months with hard labour.

Indications are not wanting that, despite the powerful advocacy of President Harding for a quick passage through Congress, the American Ship Subsidy Bill will meet with considerable opposition, which, while it may not be strong enough to wreck it, will indefinitely postpone its progress.

SHANGHAI TELEPHONE CO.
DIRECTOR'S REPLY TO CRITICISMS.

In consequence of criticisms passed by shareholders at the last annual general meeting of the Shanghai Mutual Telephone Co., Ltd., the following statement has been issued over the signature of Mr. Cecil Holliday, chairman of the board of directors:

At the annual general meeting of the Company an allegation was made that in order to allow of big returns to shareholders, the service was being starved to the point of inefficiency. The Directors feel it incumbent on them to give an absolute and categorical denial to this because it is the exact opposite of the truth.

The Capital outlay of the Company as at March 31st, 1931, was Tls. 2,473,100.40 and the return on that Capital computed in exactly the same way as the Electricity Department of the S.M.C. computes its return, was 7.22 per cent. against 10.34 per cent. of the Electricity Department. Similarly the Capital outlay of the Company as at March 31st, 1932, was Tls. 3,228,110.02 and the return on it 8.16 per cent. against 10.36 per cent. of the Electricity Department.

The Electricity Department is an undertaking run by the Community for the Community and so if the return on Capital it earns is required to keep it in a satisfactory position it is obvious that the much smaller return on Capital earned by the Company cannot be by any stretch of imagination called excessive.

To put it in another way, the amount of shareholders' money, represented by each share immediately after the appropriation voted on May 30th, was paid, is Tls. 88.28 per share, so that a dividend of Tls. 8 per share only represents a return of 8.80 per cent. per share, or less than is obtained from this year's issue of Municipal Debentures.

The accuracy of the figures given in the foregoing is vouched for by the Company's Auditors in the following Certificate:

June 16th, 1932.

"Following instructions, we have examined statements exhibited to us showing total amount of Capital Expenditure and the percentage of returns thereon for the financial years ended March 31st, 1931, and March 31st, 1932. We find such statements correct and in accordance with the Company's records. Capital Expenditure includes the original cost of Franchise (Tls. 55,000) and cost of Stores on hand unused at March 31st, 1931—Tls. 128,554.94, and at March 31st, 1932—Tls. 107,444.91; therefrom have been deducted Assets fully depreciated; differences arising after revaluation and such assets as have been sold.

"No charge has been made in Revenue Accounts for Depreciation and Bank Interest nor for bonuses to Foreign Employees. The Revenue and Capital Expenditure Statements have been drawn up as nearly as possible on the lines followed by the S.M.C. Electricity Department to show similar information."

"Subject to the foregoing we certify the earnings of the Company to be 9.22 per cent. on Capital Expenditure as at March 31st, 1931. Tls. 2,473,100.40 and 8.16 per cent. on Capital Expenditure as at March 31st, 1932. Tls. 3,228,110.02."

(Signed) LOUIS BIRNBAUM & MATTHEWS.

So far then from it being the case that the service is being starved, the fact is, so much is being spent on it, there is not enough left out of the income earned on the present scale of charges to give shareholders a reasonably adequate return on their investment.

C. HOLLIDAY,
Chairman of Board of Directors.
Shanghai, June 29th, 1932.

LONGEVITY IN SHANGHAI.

An informant points out that the statement that the late Mrs. James Johnston was the oldest lady resident of Shanghai is not quite accurate, and mentions that one lady still in our midst arrived here about 1863 and another a few years later but also in the sixties. And when we consider the number of old residents generally and all those we have known in the past decade, we begin to realize that Shanghai cannot be the unhealthy place which life insurance companies used to imagine. The same topic arose about India only a month or so back, when to disprove the assertion that people could not live long in such climates of three prominent railway engineers, two of them knights and all three in the vicinity of four score years, were produced. Nobody quite knows how it is done; some assert that only teetotallers can live any time in such places as these, while others insist that it is necessary to take something for the good of their insides. Some have always taken a huge amount of exercise, while their equally long-living adversaries, with recollections of fellows who had hypertrophied hearts, insist that nothing more strenuous than a game of lawn bowls can be tolerated here. It is well, however, that records go to support the belief that the span of life for foreigners is lengthening in the Far East; for with a change in conditions of work and trade here it is all the longer before the average man attains that competence which might enable him to abide in luxury in the homes of his forebears.—N.O. Daily News.

NAPIER JOHNSTONE'S

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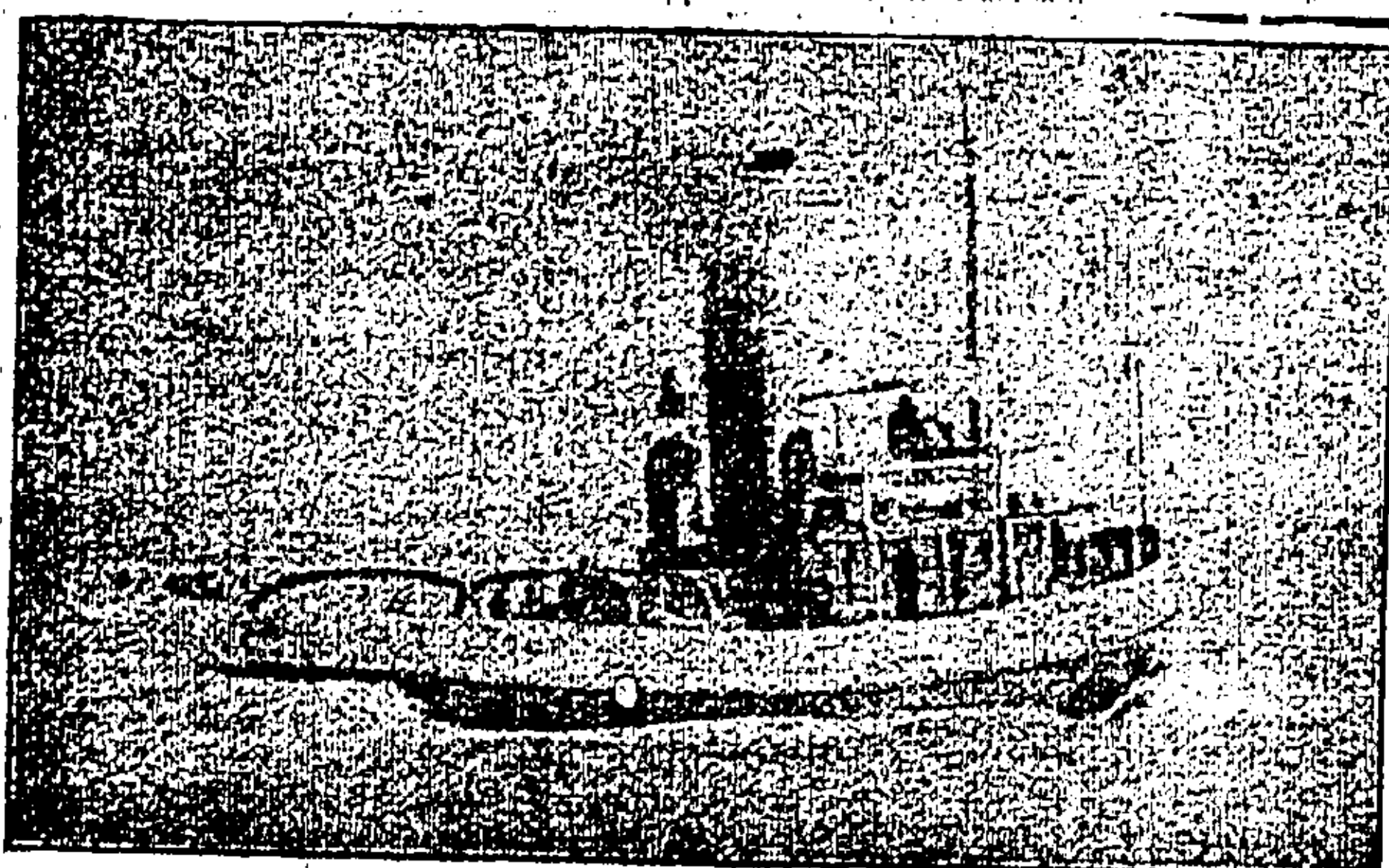


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BACONIAN SECRETS. AMERICAN'S QUEST IN THE CHILTERN.

Mysterious digging operations in the Chiltern Hills near Hitchin have for some time puzzled the country folk as well as archaeologists.

Mr. Safford, an Ohio man, formerly resident in New York, is responsible, writes the *Daily Chronicle* correspondent. He has brought a party of labourers from Luton to undertake the work.

Four miles from Hitchin is a high grassy moorland, Lilley Hill, overlooking the Bedfordshire plains. It is traversed by the ancient British road, the Icknield Way, and there are also tracks across the Hill of Roman construction. This is the scene of the excavations, which have been in progress for weeks.

Under Mr. Safford's directions the labourers have dug many holes from 6ft. to 12ft. deep, around a small conical mound, which is probably prehistoric in origin, on the highest part of the Hill.

When questioned the labourers have given the impression that they have been sworn to secrecy, and the consequence has been a plentiful crop of rumours about the real purpose of the diggings.

Mr. Safford's explanation to the *Daily Chronicle* correspondent of the operations is even more strange than some of these rumours.

It is that he is searching for a secret Baconian philosophy, buried in various places in the form of emblems wrought in stone by a seventeenth century etcher in the confidence of the great Chancellor.

Mr. Safford says that he has already got together a considerable collection of these emblem-marked stones, and hopes to be able to publish an exposition of his theories with the story picture-emblems as illustrations.

Mr. Safford believes that Bacon committed the secrets of a secret philosophy to these emblem-devices, for reasons possibly best known to Bacon himself.

An archaeological expert, Mr. Safford is also well versed in mineralogy and geology. He is to extend his digging operations to neighbouring hills.

ICES FOR HEALTH.

[BY A PHYSICIAN.]

Judging by the way conversation turns there appears to be an impression abroad in the minds of some that we are internally much hotter in the summer than in the winter. A little experiment with a clinical thermometer will soon prove the contrary. Blood heat is more or less normal in health all the year round. It is the surface of the skin which feels the heat so intensely. That is why we are cooler in some colours and some materials than in others. It is all a question of radiation. In the winter we help to warm the cooler atmosphere, but in this kind of weather the atmosphere does not need our assistance, and we do not find it so easy to rid ourselves of body heat. The heart in consequence has a little more work to do.

CERTAINLY!

Having decided that the digestive tract is not so intensely hot we can banish the idea that ice in summer is any more dangerous than it is in winter. The chief attraction about an ice in summer is that it is a means of conveying liquid, and owing to the skin just now carrying off so much of the water of the body, the general organism needs liquid in considerable quantities.

Also in the summer the mouth has a tendency to get dry and the salivary glands sometimes do not respond to the sight of food and drink as rapidly as they should. The appearance of an ice is usually so attractive that the mouth waters—that is to say, the salivary glands get busy. Since the whole of digestion depends on the activity of these glands it may be concluded that the sight of an ice alone has considerable uses. If it is sipped the enjoyment is continued, and there seems very little reason to fear any dangerous result. The body lends itself to adaptation by slow absorption.

TILDEN'S TENNIS TALES.

W. T. Tilden, the lawn tennis champion, has turned story-teller. But his stories, in a book called "It's All in the Game," have a moral. They are tennis stories, with much good advice to young players, covered with the jam of fiction.

The hero of one of the stories is an American boy, Buddie, who has a passion to become a tennis champion. But, as a real champion shows him after a match in which Buddie flings down his racquet in disgust, he has a lot to learn.

"You know, first of all," the champion tells him, "you must keep your eye on the ball until you see it hit your racquet. Then you should always be ready ways to the net when you hit the ball. Your shoulders are along the line you want to hit. Once you are in a position to strike, swing free and easy from your shoulder and shift your weight forward with your shot, and there is your stroke."

Tilden says that most of the stories are based on true incidents of the tennis courts. He has made the most of them; and tennis enthusiasts will hold their breath over some of the exciting finishes.

THE TYPHUS GERM.

It is reported that Dr. N. Kitch, the woman director of the Sokolnichesky Hospital Laboratory, Russia, has discovered what is believed to be the germ of typhus fever.

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TRADE AND TAXATION: IMPERIAL INDUSTRIES CLUB.

"Taxation in relation to Commerce" provided an interesting discussion, following a dinner of the Imperial Industries Club, at the Trocadero Restaurant on May 24th under the presidency of Sir George Mayhew Clubb.

Sir Basil Mayhew, who, as the principal guest, introduced the subject, confined himself to the practical issues of taxation as they appeared to him. All must admit, he said, that taxation was necessary. State services had to be maintained, and the war had to be paid for. He was one of those who believed that liabilities ought to be faced and paid for, but if taxation was necessary it must be fair, it must be simple, and within the capacity of the taxpayer to pay it. There must also be complete confidence between the taxpayer and the Government. The taxpayer must feel that his contribution was being economically administered. There were two methods of taxation under which they suffered to-day—direct and indirect taxation. Direct taxation was a method of assessing an individual, firm, or company, by means of income-tax, super-tax, corporation profits duty, and until recently, excess profits duty. Indirect taxation meant taxes on commodities. The principle underlying any system of taxation was the capacity of the taxpayer to pay, and the capacity of the taxpayer was directly governed by the state and commerce of the country. If the Government taxed the individual beyond his capacity then the effect was disastrous. They were overtaxed to-day, and what was the result? Inflation of currency, unemployment, the closing down of businesses, and the entire lack of enterprise. The surplus income of the individual had been sapped, and the great majority had had to make sacrifices in order to meet the demands of the revenue authorities. (Hear, hear.) There had been no desire and no opportunity of embarking on new enterprises. Let them, consider the volume of Government securities and their market price, and also the enormous amount of the bank deposits. There was ample evidence of the fear of the individual to embark his capital on new enterprises. The reason, in his opinion, was due largely to "past and present taxation. Commerce of the last few years had been kept under by heavy taxation, direct and indirect. He was appalled to see in the Finance Bill of 1922 that a further tax was contemplated in the form of a super-tax on private limited liability companies. ("Shame!")

EXCESS PROFITS DUTY.
Referring to direct taxation, he remarked that they had not seen anything like the end of the Excess Profits Duty, and it was still having most injurious effects upon trade. As a war measure the duty was, in his opinion, called for, but the moment the war was over the duty should have been stopped. (Hear, hear.) Having shown how high taxation killed business, Sir Basil Mayhew urged the importance of doing away with the three years' average of income-tax. Business people, he declared, ought to pay taxes on the profits of the year, and ought to be allowed proper and fitting charges against profit, and loss account. He thought they had reached the last straw in taxation under the Finance Bill of 1922. That Special Commissioners should be allowed to decide whether directors of a company had paid a sufficient dividend and should be made liable to super-tax was, he considered, an imposition. (Hear, hear.)

Mr. J. W. Hope, who opened the discussion, considered that the Goddes report should have been upheld by the Government, and should have carried greater weight than it had. (Hear, hear.) At the same time he recognised it was difficult, under present conditions, to regulate matters in a way that would please everybody.

Mr. H. Broughton Thompson (M.P., British Columbia, Food Controller of Canada) emphasised the importance of first getting the business of the country going, and then tackling the question of taxation. "Mr. Stanley Machin, whilst not complaining at the nation's bill in consequence of the war, urged that taxation must be just and fair, and be properly administered. Industry and commerce were being strangled by the abnormally high prices traders were paying for their goods. He agreed that the Excess Profits Duty had placed unfair burdens on industry, and that wasteful administration had destroyed many businesses. The excuse of Chancellor of the Exchequer had been, "We must have money." Business people at the same time had the right to say that that money should not be extravagantly wasted. If the Goddes Committee had been in existence two years ago, he believed the country would have been saved hundreds of millions of money. The whole commercial community owed a debt of gratitude to that Committee for their exceedingly valuable report. (Hear, hear.) The Government apparently did not realise how absolutely essential it was to be economical in the interests of the country, and also in order to develop the commerce on which they all depended. (Hear, hear.)

Mr. Wm. Turnbull (Acting Agent-General for British Columbia) and Mr. H. L. Symonds (Chairman, London Chamber of Commerce) also took part in the discussion.

Mr. Symonds said he was not in the least downhearted as to the future. Last year showed the greatest number, with one exception, of applications for new patents for inventions in this country, and that was a sign that they were not standing still. (Hear, hear.)

Sir Basil Mayhew afterwards replied to the discussion.

Oil sand has been discovered at a depth of 1,810 ft. at D'Arcy, near Dalkieth, on the property of the Marquis of Lothian. Boring operations have been carried out under the Government scheme.



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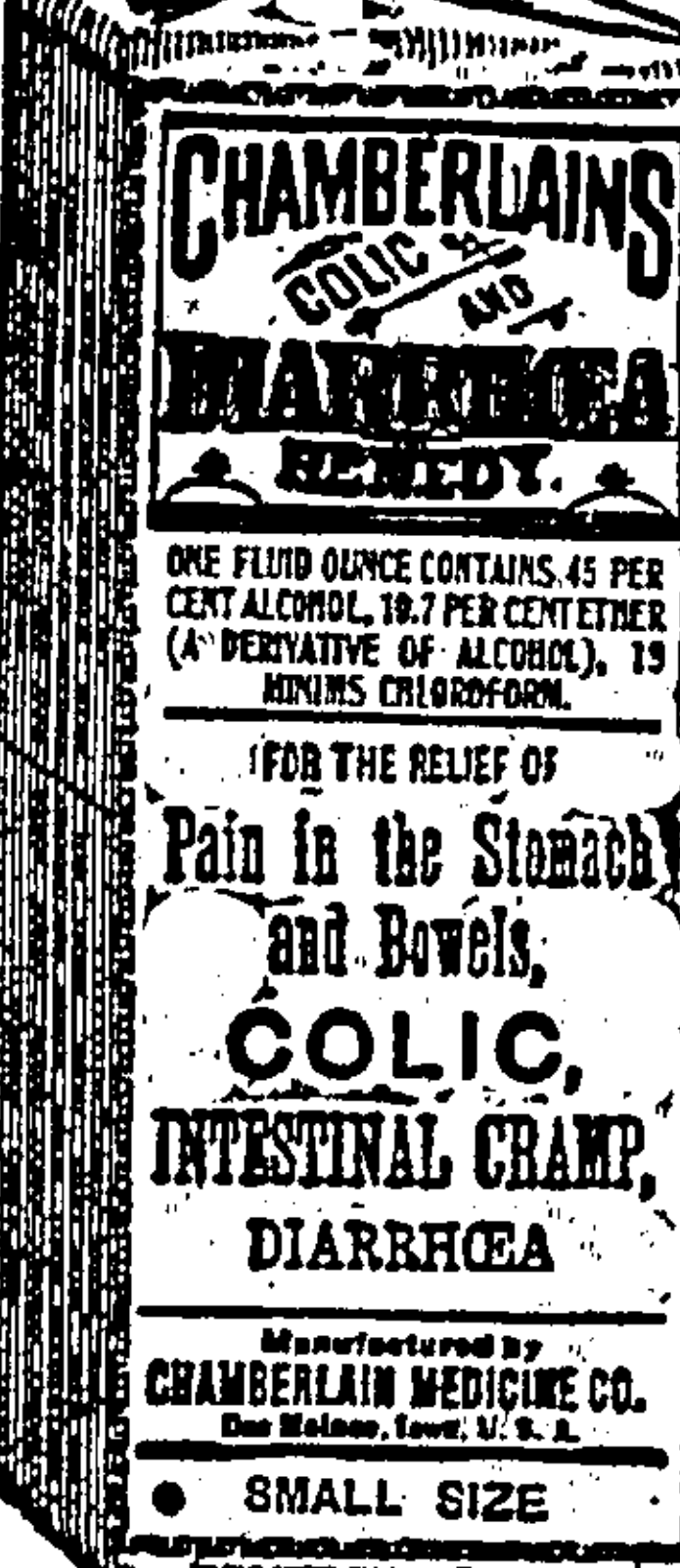
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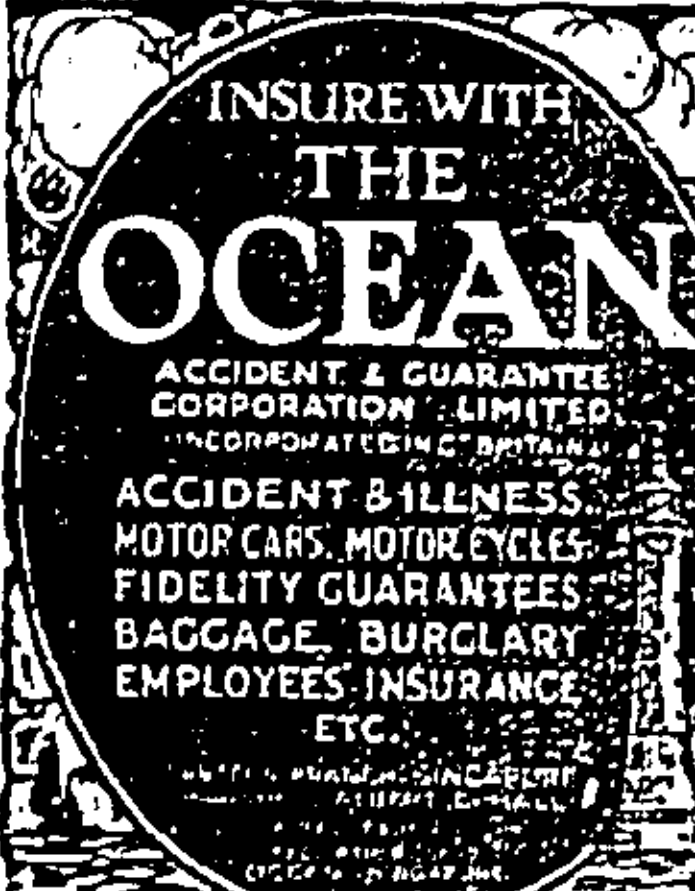


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SHANGHAI via SWATOW	"CHOYSANG"	Thursday	13th July	Noon
TSINGTAU via SWATOW	"CHOYSANG"	Thursday	13th July	Noon
MANILA	"WALSING"	Friday	14th July	Noon
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BANGKOK via SWATOW	"KUMSANG"	Saturday	15th July	3 p.m.
STRAITS & CALCUTTA	"FOOSHING"	Tuesday	18th July	Noon
TSINGTAU via SWATOW	"FOOKSANG"	Thursday	20th July	3 p.m.
SHANGHAI	"TINGSANG"	Friday	21st July	Noon
Kobe & Yokohama	"HOSANG"	Sunday	23rd July	D.L.
TIENSIN	"CHEONGSHING"	Monday	24th July	Noon
SANDAKAN	"HINSANG"	Friday	28th July	Noon
STRAITS & CALCUTTA	"KUTSANG"	Friday	28th July	3 p.m.
Kobe	"LAISANG"	Sunday	30th July	D.L.

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SHIPPING NEWS

ARRIVALS.

July 10th.

French str., 386 tons, Capt. P. B. Morganti, from Pakhoi, with a general cargo. — Kai Yue & Co.
Kwongchow, British str., 1,220 tons, Capt. F. A. Lovegrove, from Weihaiwei, with a general cargo. — B. & S.
Monmouth, British str., 3,300 tons, Capt. C. Coullie, from Baltimore, U.S.A., with a general cargo. — Chan Jan.
Shansi, British str., 1,228 tons, Capt. J. Mathias, from Haiphong, with coal. — B. & S.

July 11th.

Magdalen, French str., 3,570 tons, Capt. M. Carre, from Shanghai, with a general cargo. — Messageries Maritimes.
Atrous, British str., 4,250 tons, Capt. S. Glosop, from Foochow, with a general cargo. — B. & S.
Genoa Maru, Japanese str., 1,000 tons, Capt. S. Yonemoto, from Tsingtau, with a general cargo. — Y.K.K.
Kishu Maru, Japanese str., 1,587 tons, Capt. H. Ouchi, from Saigon, with rice and general cargo. — O.S.K.
Kwai Wah, Chinese str., 102 tons, Capt. Kwok Kai, from Tientsin, with a general cargo. — Wai Hing & Co.
Kwangshih, Chinese str., from Canton.
Phuampah, British str., 1,065 tons, Capt. Sangster, from Saigon, with rice. — Wo Fat Shing.
President McKinley, American str., 6,400 tons, Capt. G. T. January, from Manila, with a general cargo. — Admiral Line.

Shanghai, Chinese str., 1,886 tons, Capt. H. S. Hassel, from Swatow, none. — Sun Peh S.N. Co.
Sungler, Chinese str., 1,168 tons, Capt. N. Usami, from Dairen, with a general cargo. — Yue Tai Hong.
Suiho Maru, Japanese str., from Canton.
Tango Maru, Japanese str., 13,300 tons, Capt. A. Totaki, from San Francisco, with a general cargo. — T.K.K.
Washing, British str., 1,170 tons, Capt. J. W. Pettigrew, from Shanghai, with a general cargo. — J.M. & Co.

CLEARANCES.

July 11th.

Armand, French, for Haiphong.
Atrous, for Singapore.
Chunyang, for Hoihow.
Kwongchow, for Singapore.
Kwai Wah, for Haiphong.
President, for Newchwang.
Sungler, for Kutchinotzu.
Tango, for Canton.
Tungus, for Swatow.
Yunnan, for Ningpo.

SHIPPING MOVEMENTS.

The S.S. Nippon (Blue Funnel) left New York on June 20th for Japan ports and Shanghai.
The S.S. Proteus (Blue Funnel), from Pacific ports, left Kobe on July 6th for Hongkong via Kuchinotzu.
The N.Y.K. S.S. Kurekura Maru (Bom-bay line) left Bombay for Hongkong via Singapore on July 5th, and is expected here on July 24th.

VESSELS EXPECTED.

Ali Maru (N.Y.K.), due July 13th.
USS of Lincoln (Bank Line), due August 15th.
USS of Manchester (Bank Line), due July 15th.
Eggs (B.I. Appear Line), due July 13th.
Empress of Canada, due July 20th.
Jason (Blue Funnel), due July 19th.
Katori Maru (N.Y.K.), due July 23rd.
Kachoon (Blue Funnel), due July 24th.
Kasato (Blue Funnel), due July 19th.
Kasato (B.I. Appear Line), due July 23rd.
Kasato (Blue Funnel), due August 4th.
Kokoro Maru (N.Y.K.), due July 18th.
Kokoro Maru (N.Y.K.), due July 19th.

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WEATHER REPORT.

July 11th, at 10.45. — Warning to Hongkong Coast Ports, &c. — Depression or typhoon of unknown intensity within 120 miles of Lat. 18 deg. N. Long. 117 deg. E. moving N.W.
July 11th, at 11.35 — Local signal No. 1 hoisted.
July 11th, at 11.38 — Pressure has increased moderately to slightly over N.E. Japan and the Philippines. It has decreased slightly from the Bonins to Looches and S.W. Japan.
A 8 a.m. this morning the typhoon appeared to be about 120 miles to the east of the Hongkong, moving N.W.
The Hongkong Rainfall for the 24 hours ending at 10 a.m. 11th July, 1.52 inch. Total since January 1st, 28.13 inches, against an average of 43.12 inches.
The forecast for the 24 hours ending at noon to-day is as follows: —
District: — Forecast: E. winds, fresh, possibly increasing to a gale; generally cloudy, rain at times.
Hongkong to Cap Rock: — N.E. winds, freshening.
Formosa Channel: — N.E. winds, freshening.
South coast of China between the same as Hongkong and Lamook: — No. 1.
South coast of China between the same as Hongkong and Hainan: — No. 1.

HONGKONG TIDE TABLE.

From 12th to 18th July, 1922.

HIGH WATER.		LOW WATER.	
Days of Week.	Days of Month.	Days of Week.	Days of Month.
Wed.	12	Thur.	13
Thur.	13	Fri.	14
Fri.	14	Sat.	15
Sat.	15	Sun.	16
Sun.	16	Mon.	17
Mon.	17	Tues.	18

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

THE M.V. "GLENLUCE" having arrived from the above ports. Consignees of cargo by bar are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 14th July, 1922, at 4 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 14th July, 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 7th July, 1922. [1210]

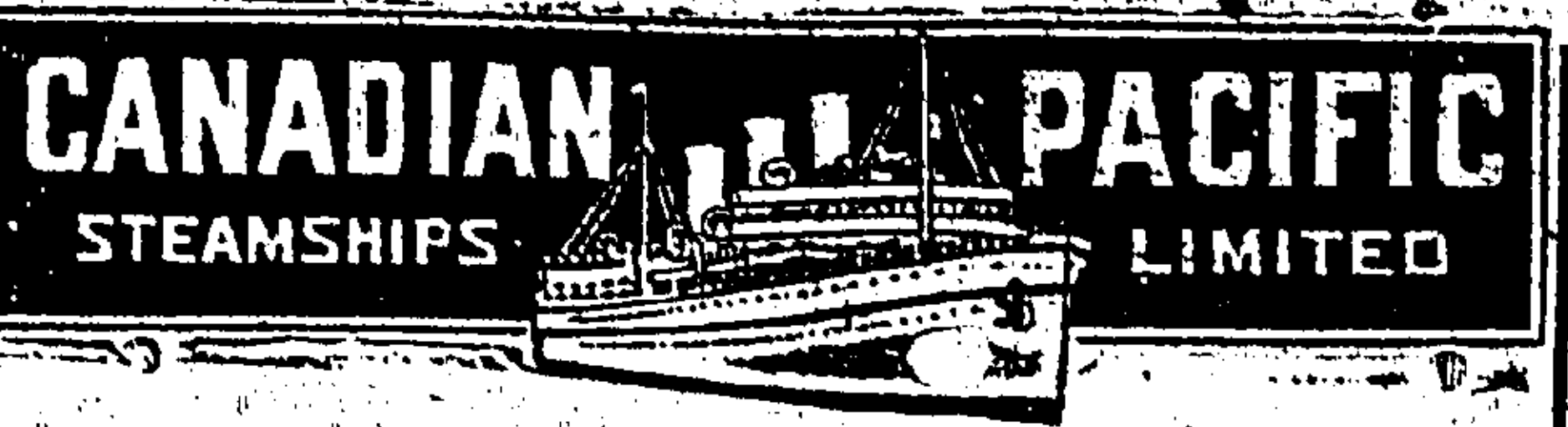
NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"DIOMED" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th July. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th July, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 20th July, or they will not be recognized. No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th July, 1922. [1220]

VETARZO REMEDIES FOR ALL THE ILLS OF THE TROOP
DR. LECLERC'S REMEDIES FOR ALL THE ILLS OF THE TROOP
DR. LECLERC'S REMEDIES FOR ALL THE ILLS OF THE TROOP



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Vancouver	Due England
Empress Asia	July 13	July 31	Empress France Aug. 8
Empress Canada	July 27	Aug. 14	Empress Scotland Aug. 22
Empress Russia	Aug. 10	Aug. 28	Empress France Sept. 5
Empress Australia	Aug. 24	Sept. 11	Empress Scotland Sept. 19
Empress Asia	Sept. 7	Sept. 25	Empress France Oct. 3
Empress Canada	Sept. 21	Oct. 9	Empress Scotland Oct. 17
Empress Russia	Oct. 5	Oct. 23	Empress France Oct. 31
Empress Australia	Oct. 19	Nov. 6	Empress Scotland Nov. 14
Empress Asia	Nov. 2	Nov. 20	Empress France Nov. 28

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Oporto and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.
Three Trans-continental Trains Daily.
Special train Vancouver to Chicago leaves immediately after ship's arrival.
Standard Sleeping Cars, Compartments & Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
Hongkong Office. Telephone 752. Cable Address: GACANPAC.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)
OPERATING FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE
FIRST CLASS FARE TO EUROPEAN PORTS
Minimum Rate U.S.G. \$577.07
Maximum Rate U.S.G. \$820.50
First Class Accommodation Throughout.

Trans-Pacific Service
HONGKONG TO SAN FRANCISCO
via Shanghai, Nagasaki, Yokohama and Honolulu.
S.S. "NANKING" S.S. "CHINA" S.S. "NILE"
August 10th. Sept 16th. Sept 29th.

Java Service
HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.
S.S. "GORJISTAN" S.S. "ARMANESTAN"
For Amoy: July 18th. For Singapore only July 18th.

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.
C. T. SURBRIDGE, GENERAL AGENT.
PACIFIC BUILDING, 100 HONG KONG STREET.
TELEPHONE: PASSENGER DEPT., No. 1934. CABLES: "CHMAIL" No. 2161.

THOS. COOK & SON.

RAILWAY STEAMSHIP FREIGHT INSURANCE BANKERS. AGENTS
Tickets issued. Letters of Credit & Circular Notes Issued and Cashed.
"FAR EASTERN TRAVELLERS GAZETTE" free on application.
143 OFFICES THROUGHOUT THE WORLD 143
HONGKONG, SHANGHAI, TIENTSIN, PEKING & YOKOHAMA
Chief Office: LUDGATE CIRCUS, LONDON E.C.
Local Address: Hongkong Hotel Building, HONGKONG.
Telegraphic address: "COUPON". Telephone No. 524-5.

OBERAMMERGAU PASSION PLAY
In order that the Public may be supplied with reliable information concerning accommodation in the village, with seats in the theatre, the Committee have appointed THOS. COOK & SON Official Agents for the Play, to whom all enquiries should be addressed.

JAPAN COAL
AND
GENERAL IMPORTS & EXPORTS
AGENTS FOR:
THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.
MITSUBISHI SHoji KAISHA
(MITSUBISHI TRADING CO., LTD.)
HEAD OFFICE: — TOKIO.
No. 14, PEDDER ST., HONGKONG.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION
VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
YOKOHAMA MARU (Calling Keelung) — — — — — Wednesday, 18th July, at 11 a.m.
KAGA MARU (Calling Keelung) — — — — — Friday, 18th Aug. at 11 a.m.
MABESILLES, LONDON & ANTWERP via Singapore, &c.
KITANO MARU — — — — — Friday, 21st July, at 11 a.m.
HABANA MARU — — — — — Friday, 4th August, at 11 a.m.
HAMBURG via LONDON, ROTTERDAM.
TSUYAMA MARU — — — — — End of July.
LIVERPOOL via MABESILLES and VALENCIA.
SADO MARU — — — — — End of July.
SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU — — — — — Tuesday, 18th July, at 11 a.m.
AKI MARU — — — — — Tuesday, 18th Aug. at 11 a.m.
NEW YORK, via PANAMA.
TOBA MARU — — — — — End of July.
NEW YORK via Suez.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAFE
SOMBAY via Singapore and Colombo.
CALCUTTA via Singapore, Penang & Rangoon.
YAMAGATA MARU — — — — — Tuesday, 18th July.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU — — — — — Friday, 14th July, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
LYONS MARU — — — — — Friday, 21st July.
For further information apply to — NIPPON YUSEN KAISHA
K. H. KAMEI, Manager.
Telephone Nos. 202 & 232.

STRUTHERS & BARRY.

MANAGING AGENTS — UNITED STATES SHIPPING BOARD.
EXPRESS FREIGHT SERVICE.
TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.
"West Farallon" — — — — — Due Hongkong 20th July.
"Apus" — — — — — Leaves Hongkong 22nd July.
"Apus" — — — — — Due Hongkong 18th Aug.
"Apus" — — — — — Leaves Hongkong 14th Aug.
CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS
TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.
"West Ivan" — — — — — Due Hongkong 7th July.
"Bearport" — — — — — Leaves Hongkong 8th July.
"Bearport" — — — — — Due Hongkong 6th Aug.
"Bearport" — — — — — Leaves Hongkong 7th Aug.
THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED
For Full Information Apply To
STRUTHERS AND BARRY.
L. EVERETT, General Agent for 1st Floor, Powell's Building, Phone No. 3008
JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA. G. P. BRADFORD, Res. Agent.

JAVA-CHINA-JAPAN LIJN

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	JAVA	in port	13th July	SHANGHAI & JAPAN
TJIPANAS	JAPAN	14th July	16th July	SOERABAYA via MAGASSAN
TJILIWONG	JAPAN	19th July	21st July	BATAVIA DIRECT
TJIMANOEK	JAPAN	23rd July	1st Aug.	BATAVIA DIRECT

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574.
York Building, First floor.

VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ (United Netherlands Navigation Company) HOLLAND-OOST AZIE LIJN (Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences).
Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN
Sailings, subject to alterations.
Steamers For Sailing on or about
"OLDEKERK" — AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN, 23rd July
"ZOSMA" — ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN, 30th July
"SEMILAN" — AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN, 21st Sept.
"GEMMA" — ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN, 20th Oct.
For full particulars please apply to
JAVA-CHINA-JAPAN LIJN.
General Agents.
York Building.

ELLERMAN LINE

WILLERMAN & BUCKNALL S.S. CO. LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

1. "CITY OF MANCHESTER" ... 15th July ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

1. "CITY OF CAMBRIDGE" ... 3rd Aug. ... Havre, London, Antwerp & Hamburg.
2. "CITY OF MANCHESTER" ... 26th Aug. ... Marseilles, London, Antwerp & Hamburg.

Subject to change without notice.

For particulars of freight and passenger rates apply to—

or RIES & Co., Canton

THE BANK LINE, LTD.

General Agents.

LONDON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

1. "KEELUNG" (Calls at Philadelphia) ... via Suez Canal ... 15th July.
2. "CYCLOPS" ... via Suez Canal ... 25th July.Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. RIES & CO., CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KORE & YOKOHAMA	"AMBOISE" ... 15,000 ... On or about 21st July. "CORDILLERE" ... 10,000 ... On or about 4th Aug.	
MARSEILLES, via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DUBOULT, SUEZ & PORT SAID	"CHAMBORD" ... 15,000 ... On or about 25th July. "ANDRE LEBON" ... 22,000 ... On or about 6th Aug. "AMBOISE" ... 15,000 ... On or about 22nd Aug.	

COMMERCIAL LINE

MARVE, DUNKIRK & ANTWERP

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)

For further particulars, etc., apply to
CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 740.

A. JOHARD,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Lights and Fans in staterooms; also and excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

(AND RETURN)

(Occupying 9 or 10 Days)

HAIPHONG	HAIPHONG	Friday, 14th July, at 1 p.m.
HAIPHONG	HAIPHONG	Friday, 14th July, at 1 p.m.

Arrival and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO,
General Managers.YAMASHITA KISEN KAISHA
(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hainan & Pakhoi
1. "HOZUI MARU" ... on or about 20th July.FOR KEELUNG via Swatow & Amoy
1. "TAIKWA MARU" ... on or about 20th July.

For further particulars, please apply to—

S. MITARAI,
Agent,
No. 17 Bonham Street, West.
Tel. No. 155.
Top Floor, King's Building,
Tel. No. 140.P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORYLOW, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KARMALA"	9,000	19th July	Marseilles, London & Antwerp
"SOUDAN"	7,000	22nd July	(Singapore, Penang, Colombo & Bombay)
"KASHGAR"	9,000	31st July	(Bombay, Marseilles, London & Antwerp)
"SICILIA"	6,702	16th Aug.	Spain, Penang, Colombo & Bombay
"SARDINIA"	8,450	16th Aug.	Marseilles, London & Antwerp
"DEVANHA"	8,093	20th Aug.	do.
"NOVARA"	6,850	13th Sept.	do.
"MACEDONIA"	10,515	27th Sept.	(Bombay, Marseilles, London & Antwerp)
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp
"PONGOLA"	8,056	25th Oct.	do.
"KUTUB"	9,000	18th Nov.	do.
"NAGOYA"	7,000	22nd Nov.	do.
"KANALA"	9,000	6th Dec.	do.
"KASHGAR"	9,000	20th Dec.	do.
"PLASSY"	7,200	3rd Jan., 1923	do.

BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,824	17th July	Calcutta via Singapore & Penang
"EGRA"		14th July	Singapore via Amoy.

EASTERN & AUSTRALIAN SAILINGS (South)

"St. ALBANS"	4,000	3rd Aug.	(Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)
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Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or the New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"SARDINIA"	8,580	17th July	Shanghai, Kobe & Yokohama.
"TANTA"	8,450	24th July	Shanghai & Kobe.
"SICILIA"	6,702	1st Aug.	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in list of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

11, Des Voeux Road Central, HONGKONG.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—

Monthly direct service via Singapore and Penang.

1. "ATLAS MARU" ... Monday, 17th July.

BUNDO ARES—RIO DE JANEIRO, SANTOS, DUBUEN

DAPS TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE

"CHICAGO MARU" (calling at Alga Bay) ... Sunday, 16th July.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

1. "EDO MARU" ... Friday, 21st July.

SAIGON, HANGKOW & SINGAPORE

1. "KISHU MARU" ... Tuesday, 1st Aug.

CALCUTTA—Fortnightly service via Singapore, Penang & Bangkok

1. "PERING MARU" ... About Sunday, 16th July.

VICTORIA, VANCOUVER, S. A. T. L. & TAOOM &—

Via Daire—Taking cargo to OVERLAND PORTS U.S.A. & CANADA

1. "ARIZONA MARU" ... Friday, 21st July.

NEW YORK via PANAMA—Regular monthly service via Suez, Port, San Francisco

Panama and Colon Ports.

1. "HAGUE MARU" ... Friday, 21st July.

NEW ORLEANS LINE via SUNZ.

1. "SUMATRA MARU" ... 1st week of August.

JAPAN PORTS—Kobe & Yokohama via Shanghai

1. "ANDES MARU" ... Thursday, 28th Sept.

1. "ALTAI MARU" ... Tuesday, 11th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodations

for 1st and 2nd class saloon passengers.

1. "KALU MARU" ... Every Sunday, Noon.

1. "AMARU MARU" ... Every Sunday, Noon.

TARAO via SWATOW & AMOY

1. "SOSU MARU" ... Thursday, 13th July.

Tel. No. 4080. T. YAMADA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE" ... Early August.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED,
(Incorporated in Great Britain)
8, George's Building.Telephone 2165.
Telegrams (Furnes) Ltd.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
NINGPO & SHANGHAI	"YUNNAN"	On 15th July, D.L.
HOIHOW & SHANGHAI	"CHINHUA"	On 15th July, 9 a.m.
AMOY & SHANGHAI	"SOOCHOW"	On 15th July, 9 a.m.
SWATOW & SHANGHAI	"KANGCHOW"	On 15th July, 2 p.m.
WEIHAIWEI & TIENTSIN	"KANGCHOW"	On 15th July, 4 p.m.
SHANGHAI & TIENTSIN	"KANGCHOW"	On 15th July, 4 p.m.
PAKHOI & HAIPHONG	"KANGCHOW"	On 15th July, D.L.
AMOY, MANILA, CEBU & ILOILO	"KANGCHOW"	On 15th July, D.L.
WEIHAIWEI, CHEFOO & NEWCHOW	"KANGCHOW"	On 15th July, D.L.
SWATOW & SHANGHAI	"KANGCHOW"	On 15th July, D.L.
SWATOW & SHANGHAI	"KANGCHOW"	On 15th July, 4 p.m.
SWATOW & SHANGHAI	"KANGCHOW"	On 15th July, noon.
SWATOW & SHANGHAI	"KANGCHOW"	On 15th July, 2 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO
Excellent Saloon accommodation, midships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all European and American Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
Agents.
CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE.
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	26th July.	26th July.

SAILINGS SUBJECT TO ALTERATION.
This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Lowest Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.
Telephone No. 26

SIAMESE STEAMSHIP CO., LTD.
SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL

For further particulars apply to
Messrs BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.) Agents.
Telephone 24.

PACIFIC MAIL S.S. CO.
MANAGING AGENT, U.S. SHIPPING BOARD
EMERGENCY FLEET CORPORATION.TRANS-PACIFIC SERVICE
Freight and Passengers

Fare to European Ports US\$620.50 First Class Throughout.

AMERICAN STEAMERS
SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA AND HONOLULU.

SS. "PRESIDENT WILSON" ... Leaves Hongkong ... Arrives San Francisco
(formerly "EMPIRE STATE") ... July 26th ... Aug. 27th

SS. "PRESIDENT LINCOLN" ... Aug. 23rd ... Sept. 14th
(formerly "HOOSIER STATE")

SS. "PRESIDENT CLEVELAND" ... Sept. 13th ... Oct. 5th
(formerly "GOLDEN STATE")

HONGKONG-CALCUTTA SERVICE
CALCUTTA via SINGAPORE, PENANG AND BANGKOK.

SS. "DOYLESTOWN" ... July 12th.

TAMPA-INTER-OCEAN S.S. CO.
FOR HAVANA, NEW ORLEANS, NEW YORK

SS. "HEFFRON" ... Aug. 27th.
SS. "VICTORIOUS" ... Sept. 5th.

For full information regarding rates, space, etc., apply to—
PACIFIC MAIL S.S. CO.
Telephone 141. Cable Address "BOLANO" Union Building, Hongkong.
Agents: At Canton—22133 & Co.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
for NEW YORK & BOSTON

1. "EGREMONT CASTLE" ... sailing on or about 3rd August.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

1. "TRACIA" ... sailing on or about 10th August.

FOR BRINDISI, VENICE & TRIESTE

1. "NIPPON" ... sailing on or about 23rd July.
1. "TRACIA" ... sailing on or about 25th August.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS
1. "UMONA" ... sailing 30th August.
Through Bills of Lading issued from Hongkong.

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